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The Hongkong Telegraph

FOUNDED 1861 六拜禮 號四十四百第 SATURDAY DECEMBER 31 1923 四廿一十

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GALLANTRY DURING EARTHQUAKE.

C. B. FOR COMMANDER HINGSTON.

(Reuter's Service)

London, November 30.
Surgeon Commander W.P. Hingston has been appointed a Companion of the Order of the Bath in recognition of his gallant conduct and valuable services last September when the Royal Naval sick quarters at Yokohama were destroyed by fire and earthquake, and he was the direct means of saving the lives of a large number of refugees who sought escape from the fire in the Hospital grounds.
The Meritorious Service Medal has been awarded to William Bilton, C.R. Eyles, and A.G. Richards.

RUGBY BOARD'S DECISION.

EXPENSIVE MEMENTOES BANNED.

London, November 30.
A meeting of the International Rugby Board in London to consider the Macpherson case, has passed a resolution disapproving of the action of the Welsh Union in sanctioning the presentation on account of the high intrinsic value, and recommends that no mementoes exceeding a value of two pounds sterling be given. The Board agreed to the Colonial Union's suggestion to call a Rugby conference, which will be held in London, and also advised that proposals regarding Colonial visits should first be submitted to the International Board.
[A cable of November 10th stated:—The Scottish Rugby Union has suspended Neil Macpherson, the Newport forward and Scottish International, for receiving a memento gift on the occasion of presentations made by Newport Town to twenty-two members of the Newport Club in celebration of their last season's unbeaten record. No Scottish player is permitted to play with or against members of Newport who accepted gifts. The Welsh Union sanctioned the presentations.]

THE OPIUM EVIL IN CHINA.

LONDON MISSIONARY SOCIETY'S APPEAL.

London, November 30.
The London Missionary Society has passed a resolution declaring that military greed in many places in China is requiring the people to plant opium even against their own wishes. The habit of opium smoking is everywhere increasing, among officials, scholars and merchants. Areas where opium has never been grown before are producing their quota. Punishment is being inflicted not on those dealing with the traffic but those refusing to do so. Every means should be taken to call public attention to the grave situation. The Society has also passed a resolution appealing to the Christian Church to unite with the missionaries in China and pray that the Church in China may be saved from contamination with evil. The resolution has been sent to the Foreign Office and the League of Nations.

INDUSTRIALISM OF THE FUTURE.

ARCHBISHOP ON ASIA'S MENACE.

London, November 30.
The Archbishop of York, in a speech at Hull, asked what was going to happen when the world's centre of gravity shifted from Europe to Asia and the inexhaustible physical resources of the East, backed up by Western civilisation, clouded this horizon, if there was nothing to control their natural instinct of self aggrandisement. If the same state of industry came in the East as had made the great profits at the beginning of the nineteenth century possible, then the whole of the industries in Britain would be wiped out.

SMUGGLING CHINESE LAUNDRYMEN.

A LIVERPOOL POLICE DISCOVERY.

London, November 30.
Allegations that the smuggling of Chinese has become nefarious, as the smuggled men are practically slaves in the laundries where they are employed, were made by the Liverpool police when several Chinese were charged with evading registration under the Aliens Act. It was alleged that man-smuggling had been revived on a large scale, the men being imported through Belgium, Holland and France. One defendant laundry proprietor was fined £25 for harbouring an unregistered alien.

LABOUR AND THE CAPITAL LEVY.

WILL DROP IT IF UNWORKABLE.

London, November 30.
The greatest interest has been introduced into the election campaign by a statement ascribed to Mr. Ramsay MacDonald at Aberystwyth that the Labour party will drop the capital levy if it proved unworkable and impracticable by the Treasury officials.

GERMANY'S DISARMAMENT.

London, November 30.
A number of newspapers have taken up as a sensation yesterday's statement with regard to incomplete German disarmament, assuming it is official. The statement was evoked by inquiries with regard to reports from Berlin and Paris attributing certain statements to General Bingham. The information contained in the statement, although authoritative, was in no wise official, and did not emanate from any French source.

ANOTHER TEST OF CAPACITY.

Paris, November 30.
The Reparations Commission has unanimously decided to appoint two expert committees to examine Germany's capacity to pay.

AN EXPRESSION OF SYMPATHY.

Paris, November 30.

OUR WATER SUPPLY.

THE SHING MUN VALLEY SCHEME.

Details of a Mammoth Undertaking.

(“Telegraph” Special.)

When we now look across the harbour to the towering height of Tai Mo-shan, the highest peak in the New Territories, we think of little else than its almost sterile beauty and grandeur. It serves us no useful purpose and neither does its foothills and valleys, save to support in a frugal agricultural way a few straggling native villages. Down the southern slope of the mountain runs the Shing Mun River to waste. A great natural watershed is, at the moment, unutilised, the river stumbling down the hillside until it finds the sea in Tide Cove, Shatin. And only a few miles away is the city of Hongkong languishing in the dry seasons of the year, for want of an adequate water supply. But the decree has now gone forth that old Tai Mo-shan will be made to contribute to the welfare and sustenance of Hongkong's many citizens: that the vast quantities of water which annually drain off the hill shall be collected in huge reservoirs and then conducted through conduits, tunnels and mains to water the city which lies but six miles distant. Residents of this Colony already know that a scheme is in existence to utilise the waters of the Shing Mun river for water supply purposes, but public mention of the subject has been confined to generalities. Through the courtesy of the Engineer in charge of the Water Office, Public Works Department, we are now enabled to give a more or less detailed description of the scheme and the works it involves.

13 SQUARE MILES OF CATCHMENTS.

For the past eighteen months a great deal of quiet work has been done in the way of surveys, and general layout, etc., and matters have progressed sufficiently far to enable the scheme to be visualised as a whole. So vast is the whole scheme that it has never been intended to carry it out in its entirety at any one time. Its execution will be a matter of development, contingent on the growing needs of the Colony. As the Colony grows and needs more water so will the various sections of the scheme be undertaken. The complete scheme, however, aims at not only the development of the Shing Mun Valley but also as much of the southern and eastern slopes of Tai Mo-shan as possible. It includes, approximately, 8,500 acres or 13 square miles of catchment area, a large proportion being included by means of catchwaters. It includes possibly nine storage reservoirs, varying in capacity from 100 million gallons, to 1,700 million gallons, the largest being considerably larger than Tatum Tuck reservoir which holds 1,419 million gallons. The aggregate storage capacity of these nine reservoirs will be approximately 4,500 million gallons, 2,400 of which will be stored in gravity reservoirs and the remaining 2,100 in pumping reservoirs. Assuming the scheme to be completed, an average daily supply of approximately 17 million gallons will be given in the driest known years. The immensity of these figures is better gauged when it is stated that the present full capacity of the existing reservoirs in Hongkong and Kowloon is at the rate of ten million gallons per day. By means of further catchwaters, now under construction on the Hongkong side, the daily supply may ultimately be developed to 13 million gallons, and when the Shing Mun Valley scheme is completed, thereby adding another 17 million gallons per day, the total possible daily supply will be in the region of 30 million gallons per day. It is so vast that Hongkong will be

That explains why the new scheme will be proceeded with as requirements demand.

THE GRAVITATION SYSTEM.

Readers will better understand the scheme if we take the peak of Tai Mo-shan as the centre. The Shing Mun river runs in a valley stretching from Lead Mine Pass, round the east shoulder of Tai Mo-shan and on to Shatin, where it enters the sea at Tide Cove. The highest point will be at an altitude of just over 1,000 feet above sea level and there will be six reservoirs feeding a purely gravitation system, requiring no pumping. It is this gravitation system which will be undertaken first. This system involves the following works:—The construction of an access road from Castle Peak Road (near Tsim Wan) to the Shing Mun Valley so that easy access can be obtained to the centre of operations; the construction of six reservoirs; the making of miles of catchwaters; the making of conduits and the driving of tunnels to a point in the Shek Lai-pui Valley, where filter beds and a service reservoir will be situated; the laying of a main from this point through Sham Shui-po and by way of Coronation Road and Nathan Road to Kowloon Point, where a pipe line will run across the bed of the harbour to Jackson Road; then a main by way of Jackson Road, the parade ground and Garden Road to the Public Gardens, where a service reservoir (300 feet above sea level) will be constructed, from which the distribution to the City will take place.

The following figures will give a rough idea of the magnitude of the projected reservoirs:—

Dam No. 1.—This will have a length of 890 feet, and a maximum depth of water of 145 feet and have a storage capacity of 900 million gallons. It will have a direct catchment area of 2,130 acres, but by means of catchwaters discharging through Lead Mine Pass, an extra 514 acres will be obtained. The total catchment area of 2,644 acres will be sufficient to fill the reservoir with 15 inches of effective rainfall. Its height above sea-level will be 710 feet.

Dam No. 2.—This is the highest situated of all the reservoirs, but will be a small one served by a catchment area inside the area serving No. 1 Dam. It will impound about 123 million gallons, and its height above sea-level will be about 1,000 feet.

Dam No. 3.—This will be 560 ft. above sea-level and will have a length of 440 feet, a depth of 162 feet and a capacity of 900 million gallons. It will be served by a direct catchment area of 765 acres, but by means of catchwaters running along the whole southern face of Tai Mo-shan and discharging through Pineapple Pass, an additional catchment area of 2,375 acres will be obtained. The total catchment area of 3,140 acres will be sufficient to fill the reservoir with 12 inches of effective rainfall.

Dam No. 4.—This will be built inside the direct catchment area of No. 2 Dam, will be 250 feet in length, 100 feet in depth and will have a storage capacity of 185 million gallons.

No. 3 and 4 Dams.—On the southern slopes of Tai Mo-shan and inside the direct catchment area of No. 2 Dam there are also two small reservoirs, No. 3 and No. 4. These will have a combined capacity of 1,000 million gallons. They will be served by a catchment area of 1,000 acres. Their height above sea-level will be 1,000 feet. They will be sufficient to fill the reservoir with 12 inches of effective rainfall.

LAST NIGHT'S BALL.

AN UNQUALIFIED SUCCESS.

Chieftain's Appeal to Scotsmen to Write Home.



Chieftain, Sutherland.

With time-honoured *clat* and joyousness, St. Andrew's Ball proved to be an unqualified success last night. From every point of view the function was highly worthy of the big tradition local Scotsmen have made for it. The attendance was well up to previous standards, the decorations were pleasing and effective, the dancing went with a swing, whilst the arrangements left nothing to be desired. Chieftain Sutherland and his many associates of the General and assisting committees are to be heartily congratulated on the results of their labours, for they fully achieved their desire, that of right royally entertaining their friends of other nations. His Excellency the Governor's arrival gave the ball its official opening. The Chieftain and the members of the General Committee met the distinguished guests, among them being H. E. the Governor, H. E. Vice-Admiral Sir Arthur Leveson, H. E. Major General Sir John Fowler, Sir William Rees Davies, Sir William Brunyate, Sir Claude Severn, etc. After the procession had been piped from the entrance hall to the dais in St. George's Room, the dancing opened with an official line, these participants being:—Mr. R. Sutherland, Lady Rees Davies, Admiral Leveson, Mrs. Sutherland, General Fowler, Mrs. Brunyate, Sir Claude Severn, Mrs. Rees, Mr. J. Reid, Mrs. Harston, Mr. D. G. M. Bernard, Mrs. Pollock, Sir Skinner Turner, Mrs. Holyoak.

The band of the Hongkong Hotel provided excellent music for the modern dances, whilst the pipers saw to it that the national dances lacked nothing in the way of enthusiasm. For the Caldonians and Eightsome Reel, the undoubted favourites, there was no shortage of “sets” and the customary whoops were lustily given.

THE SUPPER.

At the end of the eighth dance the official supper party formed up in procession and were piped on to the Chieftain's baronial hall, the setting and general scheme of treatment calling forth many expressions of praise for Mr. George Dunsmuir, whose energy and transformation was due. The Hongkong Hotel did itself proud in the entering the service and the piping, having little to be desired.

OUR POOR DAY.

MORRIS'S SALE OF ROSES.

On Monday morning, as residents were out for a walk, they will have noticed the Society's rose-sellers, the Society of St. Andrew's, which is this way opening its annual appeal to the public. The Society, celebrating this year the 50th anniversary of its establishment in this Colony, so that it should hardly be necessary for us to make its activities known to our readers. Yet its work of charity is performed so quietly and unostentatiously that the name of the Society comes before the general public but once a year, in December, when it makes its annual appeal for the Colony's support. As to the work of the Society, the recently issued annual report just issued speaks for itself. Before relief or other assistance is given each case is carefully investigated. To meet this heavy expenditure the Society depends almost entirely on the proceeds of the annual sale of roses and the bazaar. The bazaar is being held this year on the 15th, 16th and 17th December under the patronage of His Excellency the Governor.

SHARE MARKET.

The chief changes in the share market are as follows:—
Hongkong & Shanghai Hotels, 104 1/2 buyers.
Banks—11 1/2 buyers.
Cement—12 1/2 buyers.
Ropes—10 1/2 buyers.

TO-DAY.

Closing Exchange 2s. 3. 13/16.
High Tide 4.49 p.m.
Low Tide 8.25 p.m.
Lighting Up-Time 5.38 p.m.

as the backbone of the Society, for by extending the hand of assistance and sympathy, they would always be in keeping with the true spirit of St. Andrew. The Chieftain closed his speech by a very telling appeal to his fellow countrymen not to lose touch with their old folk at home and related an experience of his whilst in Scotland last which made him decide that if ever he had the opportunity of saying a word which might mitigate some possible pang of disappointment in some Scottish home, when week by week no letters arrived from loved ones in the Far East, he would say it. He questioned whether there was anything finer or truer the world over than a Scottish home and he asked all Scotsmen here not to forget their “ain folk.” The conclusion of the speech was the signal for an outburst of applause.

EXCHANGE OF GREETINGS.

The Hon. Secretary, (Mr. D. K. Blair) then announced that telegrams of greeting had been sent from Hongkong to kindred Societies at Calcutta, Bombay, Madras, Rangoon, Kuala Lumpur, Penang, Ipoh, Singapore, Bangkok, Manila, Cebu, Iloilo, Batavia, Swatow, Sandakan, Amoy, Fookchow, Shanghai, Chefoo, Nientsin, Hankow, Taipei, Peking and Nagasaki. A telegram had also been sent to Mr. T. W. Hill, a former Secretary, who was lying ill at Aarau, Switzerland.

Telegrams had been received here from Sandakan, Kuala Lumpur, Cebu, Manila, Bangkok, Penang, Ipoh, Hankow, Bangkok, Singapore, Kobe, Taipei, Batavia, Fookchow, Nientsin, Nagasaki, Chefoo, Peking, Haiphong, Rangoon, Madras, Amoy, Canton, from Mr. Blair and other Scots in Hongkong and elsewhere. Mr. Blair now in Hongkong, was the first to be greeted by the Chieftain, who said that although the display of the flag could not be seen, the spirit of the flag was there.

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WILL FIND THE QUALITY THE BEST
— WHILE THE PRICES ARE VERY
REASONABLE.

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YEE SANG FAT CO.

HOW TO STOP SKIDDING.

Danger of Front Wheel
Skids.

Writing in the *Daily Chronicle*.
Capt. E. de Normanville says:—
We have dealt with the more normal
types of rear wheel skids and
their prevention. There remains
the more insidious and more
difficult-to-correct danger of the
front wheel skid.

Luckily, such skids are of com-
paratively rare occurrence. But
one is always liable to them on a
really greasy surface, more par-
ticularly if the treads of the front
wheel tyres are badly worn.

There is one all-important
piece of advice in regard to avoid-
ing front wheel skids. Never use
plain tread tyres on your front
wheels, or tyres from which the
non-skidding tread is nearly worn
away. To do so is to ask for
trouble.

UNPLEASANT TYPES.
It may be that some motorists
do not fully appreciate what a
front wheel skid is. Let me
explain.

Suppose you are following a
tram on a greasy road at, say, 15
m.p.h. For some reason or other
the tram has to stop suddenly,
which it does by using its
magnetic brake. You cannot stop
so quickly (you should always re-
member that when following
trams), and therefore turn the
steering to go to the side. To
your horror, however, the car con-
tinues straight ahead—just as
though you had not turned the
steering. That is one type of front
wheel skid.

Again, you may find yourself
to the left of a well-cambered,
greasy road, and turn the steering
to go more towards the centre.
Instead of so doing, however, the
car remains in its existing line of
travel, or even commences to
slither further down to the left.
That is another example of front
wheel skid danger.

HOW TO CHECK THEM.

Before dealing with the ques-
tion of cure let me again impress
upon you that prevention is
better. These are most insidious
dangers and their cure de-

mands a goodly measure of cool
nerve and expert handling. You
can avoid 90 per cent. of the dan-
ger by only using front tyres
which are in good condition.
These are there different ways
of curing front wheel skids, but
as the least difficult is usually
the most efficacious, we will con-
centrate on that.

We'll now have a front wheel
skid. We turn the steering wheel
so that the car should go out to
the right at an angle of, say,
about 45 degrees. But the car
continues to go straight along.

Remember where the steering
wheel is set (i.e. the intended
direction of progress) decelerate
and dab the pedal brake smartly
to skid the rear of the car to the
left.

When the rear of the car has
skidded to the point which brings
it (i.e. the rear of the car) in line
with the direction in which the
front wheels are set, release the
brake and very gently accelerate
again.

VALUE OF SOUND TYRES.

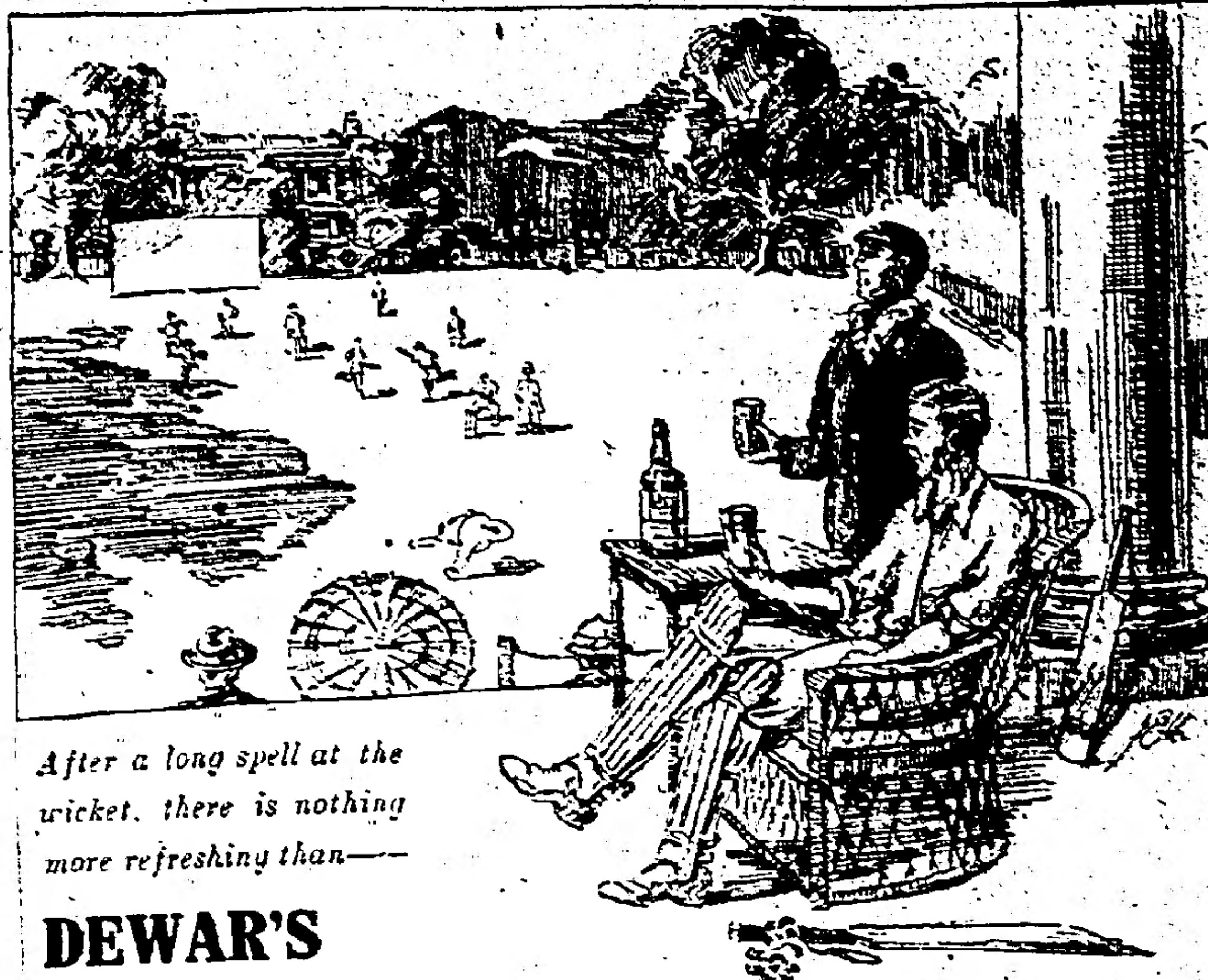
As you will have gathered, that
manoeuvre is far more difficult of
successful accomplishment than
the checking of a rear wheel skid.
But if you care to put an old pair
of plain tread tyres on the front
wheels and go out and practise
on a greasy, deserted road, you
will soon see that it can be made
quite effective. But accuracy in
checking front wheel skids
always requires careful judgment
and skill. Unless you are prepa-
red to go out and practise the art,
try and avoid the conditions like-
ly to ensue such skids.

For the second time, therefore,
I repeat that "Prevention is better
than cure." Never use worn-out
treads for your front wheels—
more especially in the winter
months.

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Among individuals having ex-
traordinary resistance to electric
currents was Lord Kelvin, who
is said to have startled the crowd
at a railway opening by grasping
bare-handed a copper conductor
carrying 500 volts. No harm re-
sulted, his immunity being at-
tributed by him to quite unusual
dryness of the skin.

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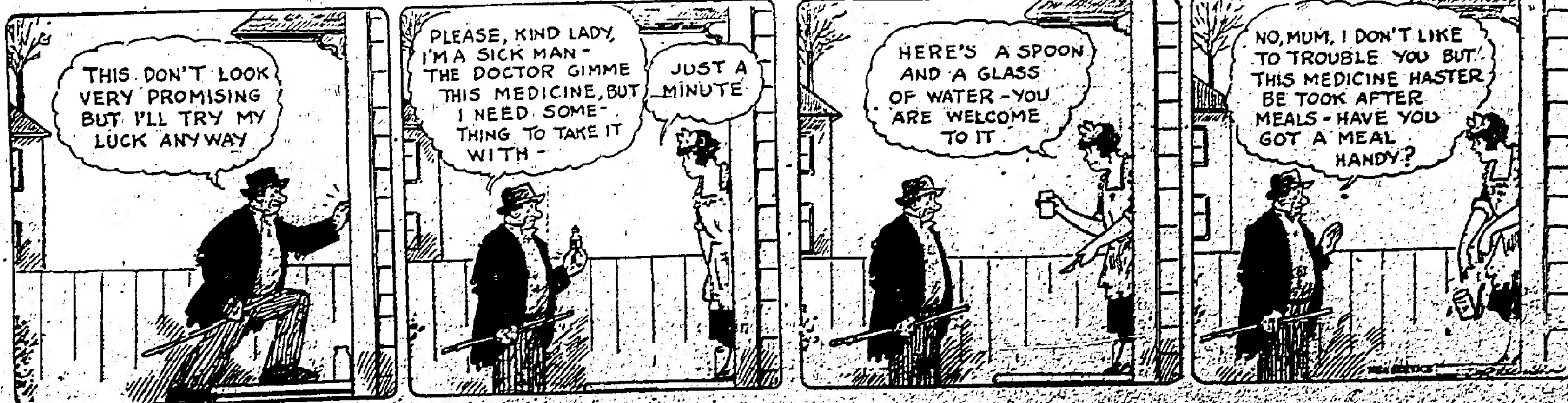
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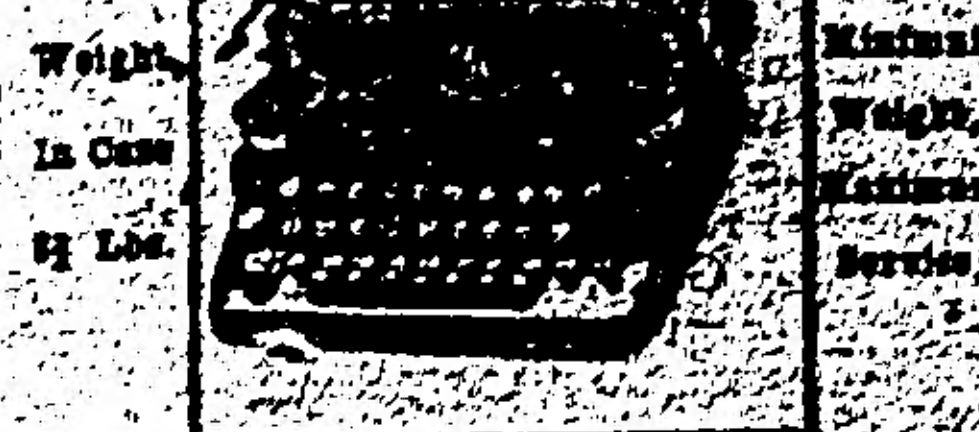
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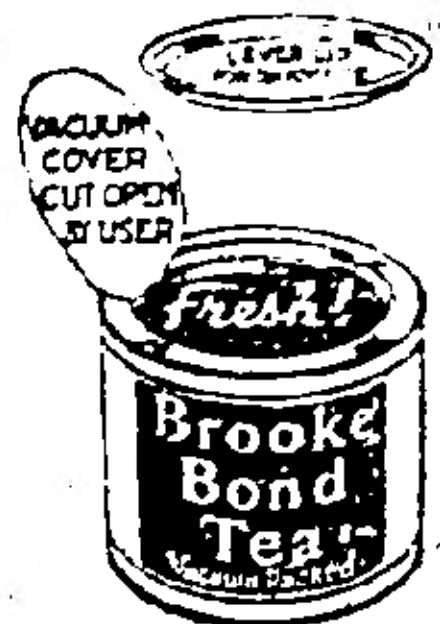


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LOVE LETTERS FROM CONDEMNED CELL.

Murderer's Outburst to Welcome Death.

Letters of love for a dead girl, written by her murderer from a prison cell, were read in the Court of Criminal Appeal recently.

The appeal was by Robert Alfred Sheppard against his conviction at the Old Bailey for the murder of Florence Lilian Jones at Tottenham.

HOW WE LOVED!

The first of the letters written to Mrs. Ellen Bacon, of Drayton-road, Tottenham, Sheppard's landlady, from Brixton Prison, read:

"I sincerely hope you will not mind me writing this letter, as I have no one at all to whom I can write or who will send me a trifle to help pass away the days. I am here in hospital. I cannot think you believe I was the cause of my Lil's death, and I wear to you I would have been so glad to have given my own life to have saved her."

"Oh! Mrs. Bacon, no one can realise how we have loved one another, how we were longing for her 21st birthday to come so that we could be man and wife."

"People may say harsh words about her, but she was the best girl on earth; her only fault was that she loved me far too well and was absolutely wrapped up in me."

"I can clear myself of the charge. She must have gassed herself, and when I found her I pulled the tube out of her mouth and turned the gas off. I told them it was a suicide pact, and they will have to believe me because I am the only one who knows the truth."

"I am determined to hang. I am determined to go to my Lil. I would die happily knowing I did my best for her, for she told me every day how happy and proud she was with me. Do have a little kindness and pity for me. I am in such trouble."

PRAYING FOR DEATH.

In another letter to his sister, Mrs. Ada White, at Roper-street, Reading, Sheppard wrote:—"There is no chance of my seeing you again after my trial. I do not want to put up a defence. I know my Lil is waiting patiently in the other world for me, and I love her far too much to want to be acquitted."

"I hope and pray almost daily that I shall be found guilty so that I can go to my darling wife. I have told the doctor that I strangled her, and that will be put in against me, so there can only be one verdict and one sentence against me."

A letter to another sister, Mrs. Marshall, read:

"I shall be tried in a few days on a charge of murdering my Lil. Well, Kate, it has been good for me to know you have always believed me innocent of the charge. I thank you from the bottom of my heart for all you have done for me, and I know you will be terribly shocked to know that I killed my darling with my own hands, although she consented."

"I put the gas tube in her mouth and turned on the gas, but after a few minutes she pulled the tube out and said she did not like it as it was too slow. Then she asked me to strangle her with my own hands and to gas myself afterwards, as she did not want me to have a murderer's death."

"Her last words to me were: 'Goodbye, my darling Bob. I will be ready to welcome you, my lover, in the other world. Nobody could have loved as we have, and I could ask for nothing better than to die at my own boy's hands.'"

"So now you know, and I do hope you will try to think well of me sometimes."

WILLING TO GO TOO.

In another letter to Mrs. White, he said:—"I loved her so much that I am willing now to go with her as I cannot live without her. She loved me so much she did not murmur when she knew she was going to die. . . . She was dead five minutes after. . . . She loved me far too well not to give me her life when I asked her for it. What a wonderful thing it is for a man to be loved by a girl as I was."

The Court dismissed the appeal, the Lord Chief Justice pointing out that the jury had made a recommendation of mercy, which would be given full consideration.

On hearing the verdict, Sheppard said "Thank you," and laughed as he left the dock.

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VICTOR RED SEAL RECORDS

12 inch

NOW

\$3.90 less 10% per cash
(formerly \$4.50 less 10%)

10 inch

NOW

\$2.60 less 10% per cash
(formerly \$3.20 less 10%)

S. MOUTRIE & Co., Ltd.

Exclusive Agents.

EX-ARCHDEACON LOSES HIS CASE.

Judge and Film Acting.

Expressing the unanimous opinion that the case should never have been brought into court, the jury recently returned a verdict for the defendant in the action brought by ex-Archdeacon Wakeford who claimed damages for alleged slander.

Mr. Justice Darling entered judgment for the defendant, Mr. Henry Wright, managing clerk of Messrs. Lee, Bolton and Lee, solicitors for the Bishop of Lincoln.

The action was a sequel to the proceedings against the plaintiff, Rev. John Wakeford, an ex-archdeacon of Stow, Lincoln, before the Consistory Court and the Privy Council.

Mr. Wakeford complained that since those proceedings Mr. Wright had slandered him with accusations of breaking the Seventh Commandment.

Wright denied slander, and pleaded fair comment.

JUDGE'S CRITICISM.

In summing up Mr. Justice Darling said this action appeared to be part of Mr. Wakeford's propaganda. He admitted acting for the films, dressed up as an archdeacon, going in and out of the Bull Hotel. It was all very offensive. What was it for but propaganda? What was that case but propaganda? What was the jury being asked to do except a bit of film acting?

Mr. Wakeford, giving evidence said he lived at Biggin Hill, Kent. He denied having committed misconduct at any time.

Mr. Charles (cross-examining): Did you not do all you could to keep your conviction by the Privy Council before the public?—Explain what you mean.

Have you not been round the country with cinema shows?—I have spoken at some cinema shows in London.

You then attacked the judgment of the Privy Council?—Oh, yes, certainly.

CINEMA PICTURES.

Mr. Justice Darling. What had the cinemas to do with the trial?—They put pictures on the screen and I was asked to go and explain them.

What were they, pictures of the judges?—No: a representation of the outlines of the case, the hotel, and the front of the Cathedral at Peterborough.

What else?—And me going in and out of the hotel. This was after the trial.

Do you mean to say you took part in those cinema shows?—I took the part I was asked to do by the people who got them up.

Acting?—Yes, just as the King and the Archbishop of Canterbury have done in other films.

COURTING PUBLICITY.

Replying to Mr. Charles, Mr. Wakeford said he courted publicity still.

And this action is brought in furtherance of that desire for publicity?—Certainly not.

"I say if I was guilty of misconduct I ought to have been

unfrocked," declared Mr. Wakeford.

Mr. Charles: We are not concerned with the leniency of the sentence.

Mr. Wakeford: Leniency! There is no leniency, there is no leniency in compelling a man to make explanations at every turn and to be at the mercy of a man like your client. I have never missed an opportunity of facing that conviction and saying quite plainly what I think of it to the public. I am an innocent man and I have been unjustly condemned.

Mr. Henry Wright, the defendant, said he had no feeling against Mr. Wakeford. On the contrary, he had every sympathy with him. He might in conversation have remarked: "Somebody has said that Wakeford is a very good fellow if he could keep the Seventh Commandment. He never said that he had traced Wakeford to hotels with women."

The jury, after half an hour's deliberation, returned the verdict given above.



EVERYTHING ELECTRICAL

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ELECTRICAL DEPARTMENT

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INSPECTION INVITED

THE HONGKONG & SHANGHAI HOTELS LTD.

REFLECTORS
RADIO SETS
LOUD SPEAKERS
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RADIATORS
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TOUCHER

NEW ADVERTISEMENTS.

WANTED.

WANTED.—A Portuguese Assistant for Traffic and Shipping Department in a Hongkong business firm. Good references essential. Salary \$150.00 per month. Reply to Box No. 1030 "Hongkong Telegraph."

TO BE LET.

TO LET.—High-class RESIDENCES (East View Buildings) opposite "Sai Fong Terrace," Nathan Road, Kowloon three-roomed flats, well ventilated, with bath, water closet, kitchen and servants quarters. For particulars apply to Mr. Lai Chak, No. 14, Queen's Road Central.

TO LET.—Flats with bath-rooms, kitchens, & servants' quarters, 5, Peace Avenue, Houngham, immediate occupation. Apply within or Box No. 1021 c/o "Hongkong Telegraph."

CENTRAL offices to let. Top floor 8 Des Voeux Road Central. Vacant from the 10th November. Apply International Trade Developer 8 Des Voeux Road, Central.

TO LET.—Bright Large Office Rooms 1st floor, No. 10, Des Voeux Road, Central. Hall, Law & Co. Apply to Des Voeux Road, Central. Telephone No. 3217.

TO LET.—57, Robinson Road, European house with 4 rooms, bath-rooms and servants quarters. Rent moderate. Apply to Comptroller Department, Shewan Tomes & Co.

FOR SALE.

FOR SALE by private Treaty valuable land at Kowloon with sea frontage having a total area of upwards of 97,000 square feet upon which are erected godowns and four Chinese houses. For particulars Apply to John-on Stokes & Master, Solicitors, Prince's Building.

FOR SALE.—New Ford Coupe No. 1065, Peninsular Garage Kowloon. Car equipped with cord tyres, spring bumper, shock absorbers, special carburetor, many extras and spares. See or write to W.M. Vernon, 3 Queen's Building.

THE INDUSTRIAL & COMMERCIAL BANK LTD.
NOTICE OF ORDINARY GENERAL MEETING.

NOTICE is hereby given that the Seventh Ordinary General Meeting of the Company will be held at the Head Office of the Company, York Building, Hongkong, on Saturday, December 15th, 1923, at 3 o'clock in the afternoon, for the purpose of passing the Reports of the Board and of the Auditors, the Balance Sheet and the Profit and Loss Account, to elect Directors and Auditors, and to declare Dividends.

That the Transfer Book in respect of Shares will be closed from December 2nd, to December 15th, 1923, both days inclusive. By Order of the Board, TIENMU K. LIN, General Secretary. Hongkong, Nov. 15th, 1923.

AN experienced American motor car driver, possessing a sound knowledge of motor car engines, desires a position in the capacity of chauffeur. Can go to work immediately. Apply Box No. 1031 "Hongkong Telegraph."

THEATRE ROYAL

MONDAY, 3rd December 1923 at 9.15 p.m.

Pianoforte Recital

by Mr. Harry Ore.

Kindly assisted by Mrs. E. Sager (Soprano) Mrs. E. Mathison (Alto) Mrs. M. Beasly (Piano).

Usual Prices.

Booking at Anderson's.

CENTRAL BRITISH SCHOOL KOWLOON.

THE new School Year begins on 1st December. Those desiring to enter or to be transferred to the School should apply at once to the Head Master.

Pupils transferred to the Central School from any British School in the Colony do not pay School Fees for December.

SCHOOL HOURS are.—

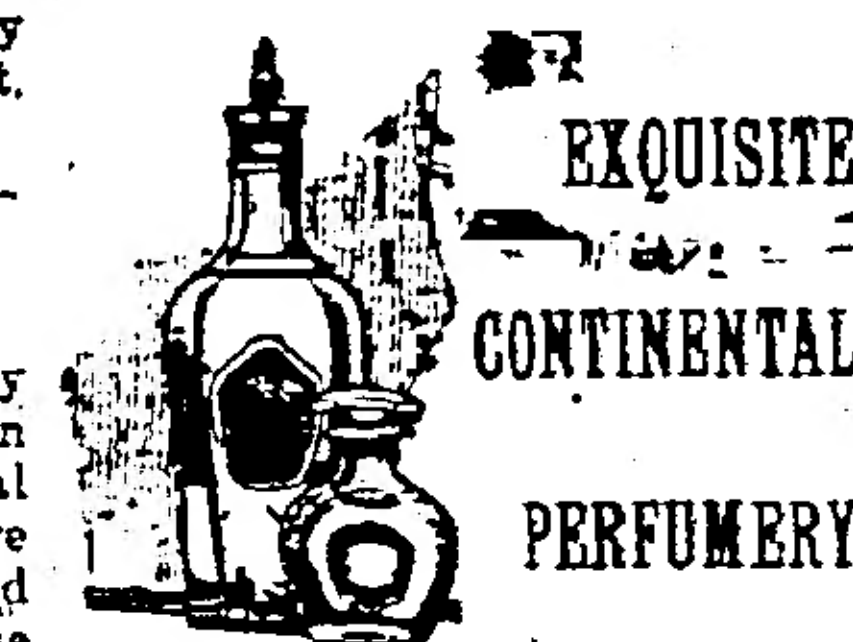
All Classes, 8.30 a.m.—12.30 p.m.

Classes 1—4, 1.45 p.m.—3.30 p.m.

Classes 5 & 6, 1.55 p.m.—3.00 p.m.

Hot Tiffin can be obtained at the School.

EDUCATION DEPARTMENT. Hongkong, 30th Nov. 1922.



In Handsome Cut Glass Bottles.

Suitable for

XMAS

Presents.

We have received this "Shipment on Consignment and are sacrificing at Manufacturer's Cost.

From

\$1.30 to \$3.00

per bottle.

Rosemontag

Marie Charlotte

Myosotis

This opportunity will occur

Once only

General Commercial Co.

10, Des Voeux Road Central. Top Floor.

DANCING.

PALACE HOTEL.

The popular Jazz Band of

H. M. S. "DESPATCH"

will play at the above Hotel

on (TO-DAY) SATURDAY,

the 1st December.

Dancing at 9.15 p.m.

Other notices appear on Pages 13 & 16.

RADIO RADIO

The March of Radio over the World has been so rapid, and such enormous strides made in this science in the last year, that we out in Hongkong little realise what a factor it has become in the lives of the people in Great Britain, America and other Countries.

Do you know that the people in London are nightly listening to music broadcasted over the Atlantic from New York?

It is no fantastic dream to prophesy that within a very short time we in Hongkong will listen-in to San Francisco, Vancouver, and even London and New York, and the

RADIO COMMUNICATION CO. (ORIENT) LIMITED.

will guide you to know what REAL RADIO is, and to prepare you for the good things to come.

Broadcasting Nightly 7.30 p.m. to 10 p.m.

3rd Floor Alexandra Building, Hongkong.

RADIO COMMUNICATION CO. (ORIENT) LIMITED.

Kowloon 608 Central 766.

Telegrams: "Broadcast," Hongkong.

HONGKONG WOMEN'S GUILD and MINISTERING CHILDREN'S LEAGUE

HELP THE CHILDREN'S CHARITIES

by coming to THE GARDEN FETE AND SALE OF WORK

at GOVERNMENT HOUSE.

on SATURDAY, December 8th.

NEW STALLS NEW SIDE SHOWS TOYS AND CHRISTMAS PRESENTS FOR ALL

If You Were

LEGALLY DEAD

1. Would your wife be a widow?
2. Could you marry again—without committing bigamy?
3. Could you be sued for debt?
4. Would you be a lawful parent to your children?
5. Could you be arrested under your own name?
6. Would you be a person or a ghost?

See the amazing sensational story of a man who came back!

A powerful drama of a love that reached beyond the grave to claim its own!

SEE

Legally Dead

The most unusual picture you've ever seen!

"A Universal Picture."

WORLD

THEATRE

Sunday till Tuesday

NOTICE

THE HONGKONG & KOWLOON WHARF & GODOWN LTD.

Notice is hereby given that the Undermentioned Cargo at present stored in this Company's Godowns at Kowloon will be sold by Public Auction unless cleared and/or the charges due in respect thereof paid within 30 days from date hereof:—

Lot	Stored in the Name of	Held in the Name of	Date Stored	Cargo
B98925	Dady Burjor Russo-Asiatic & Co.	Bank	Nov. 1910	5 c/s Stout
B98926	Dady Burjor Russo-Asiatic & Co.	Bank	do.	20 ..
B99225	Dady Burjor Russo-Asiatic & Co.	Bank	June, 1911	26 ..
C15181	Li Shun Fan Li Shun Fan	do.	Sept. 1912	1 ..
C15182	do.	do.	do.	1 ..
C15819	Luk Wo Hong	Luk Wo Hong	Nov. 1913	7 ..
C15879	Lam Po Heung	Lam Po Heung	Jan. 1914	20 ..
C15952	Cheung Pui Kai	Cheung Pui Kai	Mar. 1914	8 b/s Paper
C16077	Wing Yik Co. Wing Yik Co.	do.	June 1914	1 c/s Red-sticks
C20756	China Com. China Commercial-Trade-Trade Co.	ding Co.	July 1912	1 .. Straw Hats
C44331	T. Chee T. Chee	do.	July 1912	1 .. Pickles
C44332	do.	do.	July 1912	1 .. Provisions
C44333	do.	do.	Aug. 1912	2 ..
C44337	do.	do.	Aug. 1912	2 ..
C44338	do.	do.	Aug. 1912	2 ..
C49930	T. Chee & Co. T. Chee & Co.	do.	Feb. 1913	12 ..
C51126	Law & Sons Law & Sons	do.	Feb. 1913	28 Pkgs. Machinery
C73518	Tam Chun Tam Chun	do.	Mar. 1915	2 Empty Iron Drums
C96000	Astor House Hotel	Astor House Hotel	Apr. 1915	8 c/s Red Wine
D33915	L. Hotat & Co.	L. Hotat & Co.	July 1917	3 .. Sulphuric Acid
D34784	Man Mut Bank of Taiwan Ltd.	do.	Sept. 1918	2 .. Machine
D34977	Tuen Kee Tuen Kee	do.	Dec. 1918	48 .. Matches
D35029	Wong Yu Hong Yu	do.	Mar. 1920	151 bags Bones
D36163	B. Kamen & Sons B. Kamen & Sons	do.	May, 1916	3 b/s Cotton Canvas
D36207	B. Kamen & Sons B. Kamen & Sons	do.	June 1916	2 ..
D37884	T. Arakawa T. Arakawa	do.	Jan. 1916	1 c/s Tooth Powder
D38126	do.	do.	July 1918	2 c/s Tooth Powder
D65104	Pacific Trade-Pacific Trading Co.	Co.	Dec. 1916	1 keg Wire Nails
D65105	Pacific Trade-Pacific Trading Co.	Co.	Dec. 1918	27 Coils Galv'd Wire
D65111	Pacific Trade-Pacific Trading Co.	Co.	Dec. 1918	1 bar Iron
D65120	Pacific Trade-Pacific Trading Co.	Co.	Jan. 1919	27 .. Bl. Iron
D67222	Pacific Trade-Pacific Trading Co.	Co.	Apr. 1919	5 ..
D67238	Pacific Trade-Pacific Trading Co.	Co.	May 1919	1 c/s Files
D67244	Pacific Trade-Pacific Trading Co.	Co.	May 1919	184 Bales Flat Iron
D71911	Pacific Trade-Pacific Trading Co.	Co.	Sept. 1919	183 Pcs Bl. Iron
D71925	Pacific Trade-Pacific Trading Co.	Co.	Mar. 1920	20 Coils Old Wire
E31540	Mow Yuen	do.	Nov. 1920	17 c/s Rope
E39367	Hongkong Mercantile Co.	Hongkong Mercantile Co.	Sept. 1920	112 bags Ammonia
D38815	Hirachima & Bank of Taiwan Ltd.	do.	June 1919	1 c/s Desk &c.
D38826	T. Arakawa T. Arakawa	do.	June 1919	7 c/s Tooth Powder
D53456	Pacific Trade-Pacific Trading Co.	Co.	Nov. 1918	10 Coils Wire
D53456	Pacific Trade-Pacific Trading Co.	Co.	Dec. 1918	3 b/s Round Iron
D53459	Pacific Trade-Pacific Trading Co.	Co.	Dec. 1918	18 Coils Old Wire
D67262	Pacific Trade-Pacific Trading Co.	Co.	June 1919	482 Rolls Cotton

W. S. BROWN

Hongkong, November 26th, 1923.

Secretary.

A permanent roofing at a price competitive with corrugated iron.

"ITALIT"

The perfected red and grey corrugated

Roofing

The Inspecting Engineer to the Crown Agents for the Colonies

has conducted an interesting and conclusive series of tests on "ITALIT"

and a copy of his report, together with full particulars of "ITALIT," will be forwarded post free on request.

"ITALIT" provides the maximum in durability and safety at a minimum cost.

Delivered or fixed in any quantity, anywhere. Just ask for a copy of the "ITALIT" Booklet.

STOCK CARRIED BY—

SHEWAN TOMES & CO.

HONGKONG & KOWLOON

FORTHCOMING AUCTION SALES.

HUGHES & HOUGH Lammert Bros.

AUCTIONEERS AND GENERAL BROKERS.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction (for Account of the Concerned),

on MONDAY, the 3rd December, 1923, at 5 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,

Studebaker "Six" (1918), English, 3-seater, body with dicky. Five nearly new Dunlop Tyres, new Hood, double Top, Engine and Chassis recently overhauled, body repainted.

Excellent running order. Terms—Cash on delivery. On view day of sale. Hongkong, 28th Nov. 1923.

Having been favoured with instructions from the Chinese Government Salt Revenue Department, Peking, the Undersigned will sell by Public Auction,

on TUESDAY, the 4th December, 1923, at noon, The Steam Vessel

"CHENTUNG," as she now lies in Yammati typhoon shelter, with all her faults and omissions.

Principal dimensions.—Length 10' 0", Breadth 20' 0", Depth 10' 0".

Construction.—Oak and Teak-wood. Engines.—One set of compound, surface condensing engines: 15" x 30" x 18" stroke.

Boilers.—One cylindrical, marine type fitted with two plain furnaces. Length 10' 0", Diameter 9' 6", Pressure 100 lb.

Permission to inspect the vessel can be obtained from the Undersigned. A special launch will leave Blake Pier to convey intending purchasers to Yammati Shelter, at 11.30 a.m. on the day of sale. Hongkong, 28th Nov., 1923.

The Undersigned have received instructions to sell by Public Auction (for Account of the Concerned),

on TUESDAY, the 4th December, 1923, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,

Valuable Teakwood and Blackwood Furniture and Household Sundries, &c. &c. &c.

Comprising: Dining Suites, Chesterfield Sofas, Arm-chairs (new), Tea Tables, Teakwood Beds, large and small Wardrobes, Dressing Tables and Chairs, Washstands, etc., Sideboards, Dinner Waggons, Crockery and Glass Ware, Cutlery, Carpets and Rugs, Electro-plated Ware, Electric Reading Lamps, Teakwood Screens, Blackwood Teapots, Marble-top Flower Stands, Side Tables and Cabinets, etc., etc.

Also One Grand Piano, One Piano by Joseph Wallis and Son, Two Sextants, One Large Telescope, Five Indian Carpets (new). (Full Particulars from Catalogue). Terms—Cash on delivery.

HUGHES & HOUGH.

Auctioneers.

Hongkong, 27th Nov., 1923.

Lammert Bros.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Monday the 3rd Dec. 1923, commencing at 11 a.m., at their Sales Room, Duddell Street,

2 Bales Blankets, 8 Cases Ladies Shoes, 6 Enamelled Baths, 6 Enamelled Lavatory Basins, 17 Boyce Fire Extinguishers, 3 Case Woollen Yarn, 9 Batteries, 8 Cases Evaporated Milk and

A Quantity of Paints, Johnson's Prepared Wax and Miscellaneous Goods.

One Case Brunswick Gramophone Records (more or less damaged by sea-water). Terms—Cash on delivery. LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Monday, the 3rd Dec. 1923, commencing at 11 a.m., at their Sales Room, Duddell Street,

8 Cases Scented Skin Ointment, 4 Cases Scented Face Cream, 3 Cases Brilliantine, 2 Cases Concentrated Perfume in glass phials

and 15 Cases Sweets. Terms—Cash on delivery. LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Wed., the 5th Dec. 1923, commencing at 5.15 p.m., at their Sales Room, Duddell Street,

A Valuable Collection of Postage Stamps including: Rare old Europe, China, Shanghai & British Colonies Catalogues will be issued. On View from Tuesday the 4th December 1923.

Terms—Cash on delivery. LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction

Thurs., the 6th Dec., 1923, commencing at 11 a.m., at their Sales Room, Duddell Street.

A Fine Assortment of Valuable and Suitable Articles for Xmas Presents comprising: Diamond, Pearl, Emerald, Platinum and Gold Jewellery, Fine Belgian Cut Glass, Marble Statues and Fancy Goods. On View from Wednesday the 5th December 1923.

Terms—Cash on Delivery. LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

Messrs. LAMMERT BROTHERS have received instructions from the Liquidator of the Hongkong Hide & Leather Co., Ltd. (in Liquidation)

to sell by PUBLIC AUCTION on

FRIDAY, The 21st day of December, 1923, at 3 o'clock p.m., at their Auction Rooms in Duddell Street

The Property, Machinery and Plant, and Tanning Chemicals of the above concern

(to be sold in 3 Lots) Lot 1 Property situated at Ma Tau Kok, Kowloon, on Kowloon Island Lots Nos. 1267 and 640 containing an area of 110942 square feet Crown Rent \$506—per annum.

Lot 2 Machinery & Plant Lot 3 Tanning Chemicals For further Particulars apply to WILKINSON & GRIST, Vendor's Solicitors, 9, Queen's Road Central or to LAMMERT BROTHERS, the Auctioneers.

DO NOT MISS—

ROCHA'S

POPULAR AUCTION SALES

Every Tuesday, Thursday & Saturday At 2.30 p.m.

Specialist in the Valuation of Household and Office Furniture

DA ROCHA'S MART

2A, D'Almeida St. Phone 2931

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YEE SANG FAT'S is the happy hunting ground of the shopper in search of gifts at reasonable prices.

Every effort has been made to help you with your selections. Long tables filled with gifts, gifts of every kind for everybody. If you come in with just a vague idea of what to give — the vast array at YEE SANG FAT'S will offer numerous suggestions, or if you come in with a price idea, you will find a gift at the price you wish.

YEE SANG FAT Co.

MODERN CRUSOE.

Hermit King's Sheep and Goats.

With only goats and sheep as company, a lonely white man was found on a small island to the north of Australia by the destroyer Anzac which has just returned to Sydney from a northern cruise.

The hermit told the men on the mainland visits his island, and Anzac that he had taken up his

abode on the island some considerable time ago. He had no particular reason for leaving civilisation.

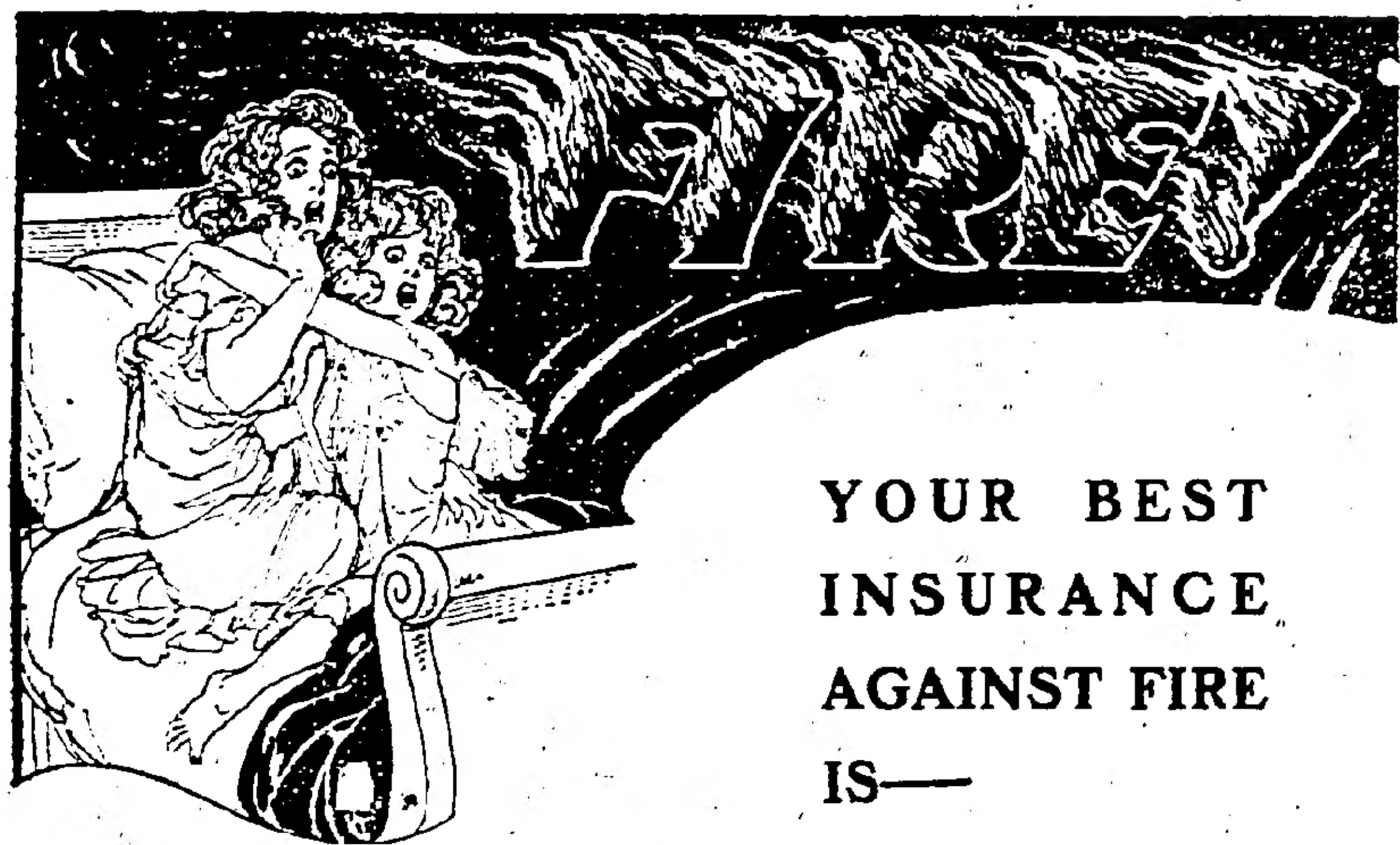
His only companions when he went to the island were a couple of sheep and two goats. To-day, he says, his flock consists of over 700 sheep and nearly twice that number of goats. He has built a comfortable home and has an extensive garden.

Once in a while a ship from the mainland visits his island, and exchanges goods for his products.

The island (says the *New Zealand Herald*) is beautifully fertile and is about two miles in circumference according to the men on the Anzac, while the surrounding islands are barren and rocky.

For two days the Anzac stayed at this island and during that time the old hermit was the guest of the men of the destroyer.

The men on the Anzac would like to see the island again. They declare that the old hermit lives like a king.



YOUR BEST
INSURANCE
AGAINST FIRE
IS—

Foamite Firefoam

FURTHERMORE

You are not troubled with constantly recurring expenditure.

The initial outlay is negligible compared with the thousands of dollars you run the risk of losing should a fire break out in your home.

Full Particulars From:

The United Asbestos Oriental Agency, Ltd.

2, Queen's Buildings

Tel. Central 236

RADIO NOTES AND NEWS.

MICROPH ONE THAT GIVES TRUE PIANO MUSIC.

Transmission of true piano quality has been a real problem for the radio engineer. The difficulty is similar to that which has confronted the maker of phonograph records. The blows of the hammer on a piano are distinguishable, but the singing quality and the overtones which are relatively weak have not been reproduced through loud speakers or phones.

Engineers connected with the studio of W. G. Y., the Schenectady broadcasting station of the General Electric Company, have devoted a great deal of time to the solution of the problem, and they have now developed a device which will make the piano solo a real feature of a broadcasting programme.

The device, in brief consists of a magnetic system between the poles of which is pivoted a suitable coil system. The magnet is firmly fastened to the frame of the piano and the coil is anchored to the sound-board. By means of this pick-up device all tones in the piano are faithfully converted into corresponding electric currents which control the radio transmitter. When heard on the loud speaker, the piano is no longer a tinkling sound. The listener gets all the characteristics of this percussion type of instrument, the blow of the hammer, the singing tone and the overtones.

The piano pick-up is free from the familiar hiss of the carbon microphone, as well as the objectionable blasting that takes place when an artist plays too loudly for the microphone.

When the carbon or condenser microphone is used to pick up a vocal solo with piano accompaniment the problem is to place the microphone in such a position that it picks up both voice and instrument in their proper ratio. The position of the microphone must be changed for each artist. The radio listener-in has probably noticed that as the singer increases the volume the accompaniment fades out in other words, the soloist "paralyzes" the microphone. When the piano magneto-microphone is used the intensity of the piano may be adjusted electrically in the control room, even while the selection is being rendered, as the voice is recorded on the customary carbon or condenser microphone.

In the grand piano at W. G. Y. there are three of these devices, one in the extreme treble, one in the middle register, and one in the bass. These three outputs can be readily balanced in the control room for the best results on receiving sets without tampering in any way with the instrument. Another feature of the magneto-microphone is that it allows the speaker to correct the shortcomings of the present loud speakers. All loud speakers subdue the sounds of the lower frequencies, from approximately middle C on the piano down. To give good piano music for users of the loud speaker it would be necessary for the transmitting station to distort the music from the instrument, making the lower section of the piano several times as loud as the treble. Some stations have actually tried to regrade their pianos to improve them for broadcasting.

This means that the music, as heard by the musician at the keyboard, is distorted, and the good musician, even though convinced that his radio audience is getting perfect tones, cannot do his best work on a regraded piano.

The magneto-microphone may also be used in broadcasting phonograph music where the federal licence of the station permits the use of "record" music. When the carbon microphone is used the mechanical energy of the phonograph is converted sound energy in the usual way and is picked up by the microphone. With the magneto-microphone the needle is attached to the coil, and the mechanical energy is converted directly into electrical energy without recourse to any sound whatever, thus giving truer reproduction of the record. By proper design and the use of suitable filters in the electrical circuit of the coil a large amount of the needle-scratch may be eliminated.

The One Volt Valve.

The greatest objection which many folk have entertained against valve receiving sets has been the trouble of accumulator charging, says a writer in the *Electrical Times*. It is all very well for your station engineer who takes the calls with him in his car in the morning and tells some junior to have them ready for him at night, but for the average man it is not so easy. So for a considerable time past every nerve has been strained by manufacturers to perfect a valve capable of running on a dry cell, and it would now seem that success has been achieved. "as witness the announcement regarding the 'Wecovalve.' The writer has as yet had no opportunity of trying one of these valves out but hopes to be able to before long. Meantime, it looks as if salesmen of valve sets are likely to have a busy time, though it is not yet quite clear whether the best efficiency will be obtained by using these new valves in circuits designed for the 'R' or other types of valves. Readers may remember the notes in this column some time back on 'Horses for Courses' in this connection. But providing good signals are obtained, questions of comparatively small variations in the percentage of efficiency will not trouble many listeners in. And sets to include circuits most suitable for the new valves will not be long delayed.

Contractors who first take advantage of manufacturers' assistance in publicity regarding these new valves and supplement this with local propaganda are likely to reap a useful harvest. We wish there was a little more of this local effort. Some splendid efforts have been made in certain districts by dealers. So often, however, it is found that it is the lower frequencies, from approximately middle C on the piano down. To give good piano music for users of the loud speaker it would be necessary for the transmitting station to distort the music from the instrument, making the lower section of the piano several times as loud as the treble. Some stations have actually tried to regrade their pianos to improve them for broadcasting.

Kinks O' The Links

Question:—Is there any penalty for a ball striking a flag stick in the hole?

Answer:—There is no penalty in match play for a ball striking the flag stick while it is in the hole, regardless of the distance from which it is played.

Question:—In medal play, on reaching the green, A finds that his ball is a trifle farther from the cup than B's. The position of B's ball is such that he feels that it will handicap his next shot. Has A, who must play first, the right to ask B to lift his ball?

Answer:—A has a perfect right to ask B, who is nearer the hole, to lift his ball while A is playing his next shot. If B prefers to play his shot after being requested to lift his ball, he is within his rights.

Question:—Is it permissible to have your caddy stand at the hole to mark your line of putt, the condition of the green making strokes

"YES, WE HAVE NO—" FOR INSTANCE.

On the ground that themes in his operas are being put to degrading uses, artistically and morally, Signor Giacomo Puccini, the composer, has begun an action at law against his publishers (the Richard Company). He claims that some of his themes have been plagiarised for American "fox-tot" music, and he asserts that the principal airs in "La Tosca" and "Madame Butterfly" have been used in that way. He demands the payment of the receipts from all sales, and an indemnity for moral and artistic damages.

you feel that it will be easier to play your next shot by having the line of putt definitely marked? Is there a penalty if the ball strikes your caddy, who is standing at the hole?

Answer:—A player has a right to have his caddy stand at the hole to mark the line of putt. In match play if the person at the hole is struck by the ball, the player loses the hole, while in medal play he is penalised two strokes.



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Russia is trying the territorial training system in place of conscription for at least a part of its army. A Rosta telegram from Moscow states that persons born in the years 1899-1901 have been called under arms to go through a course of military education for two weeks only in newly formed territorial divisions. This is Russia's first experiment in the militia system, the main advantage of which is that it does not call on the men to sacrifice their time for a long term.


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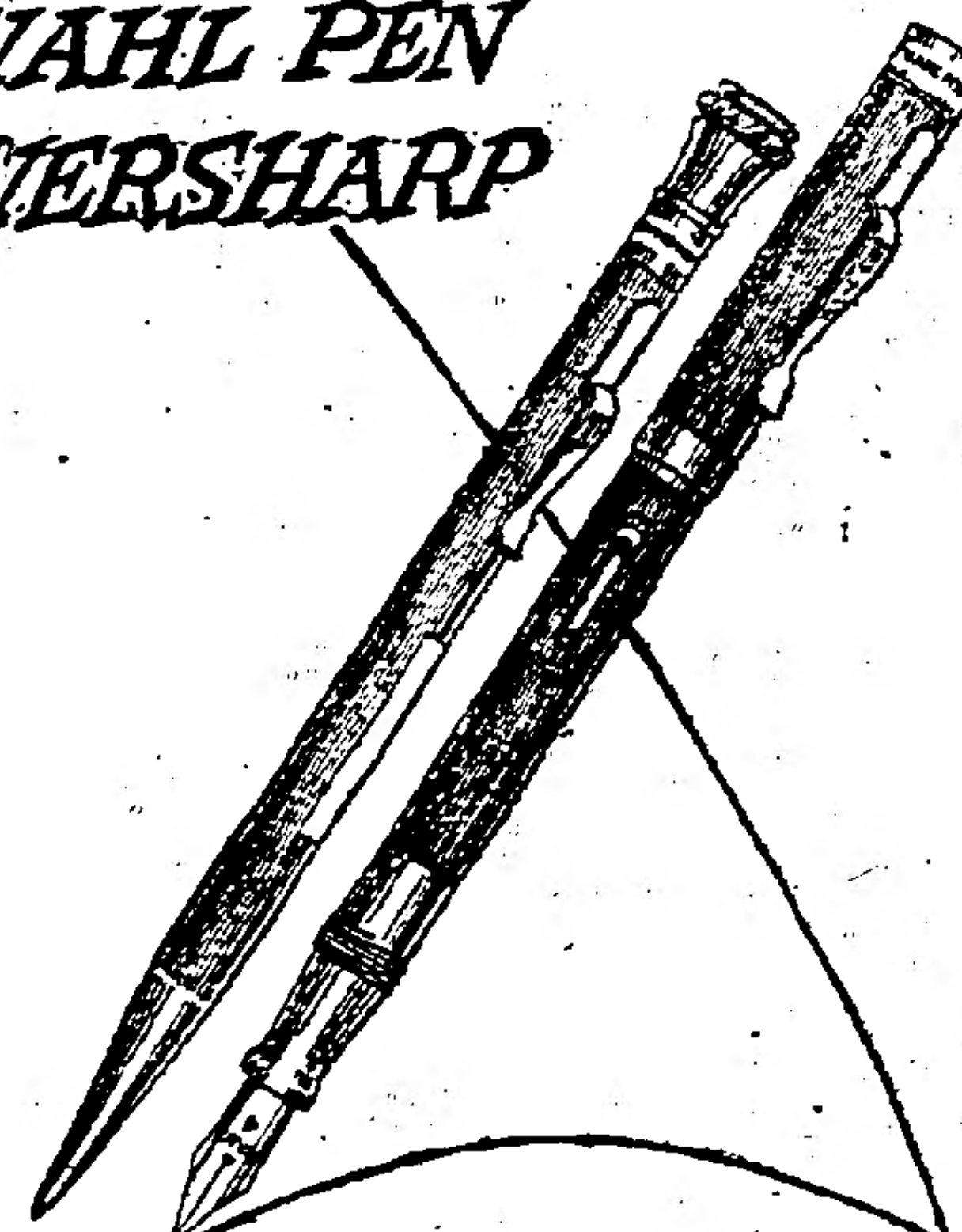
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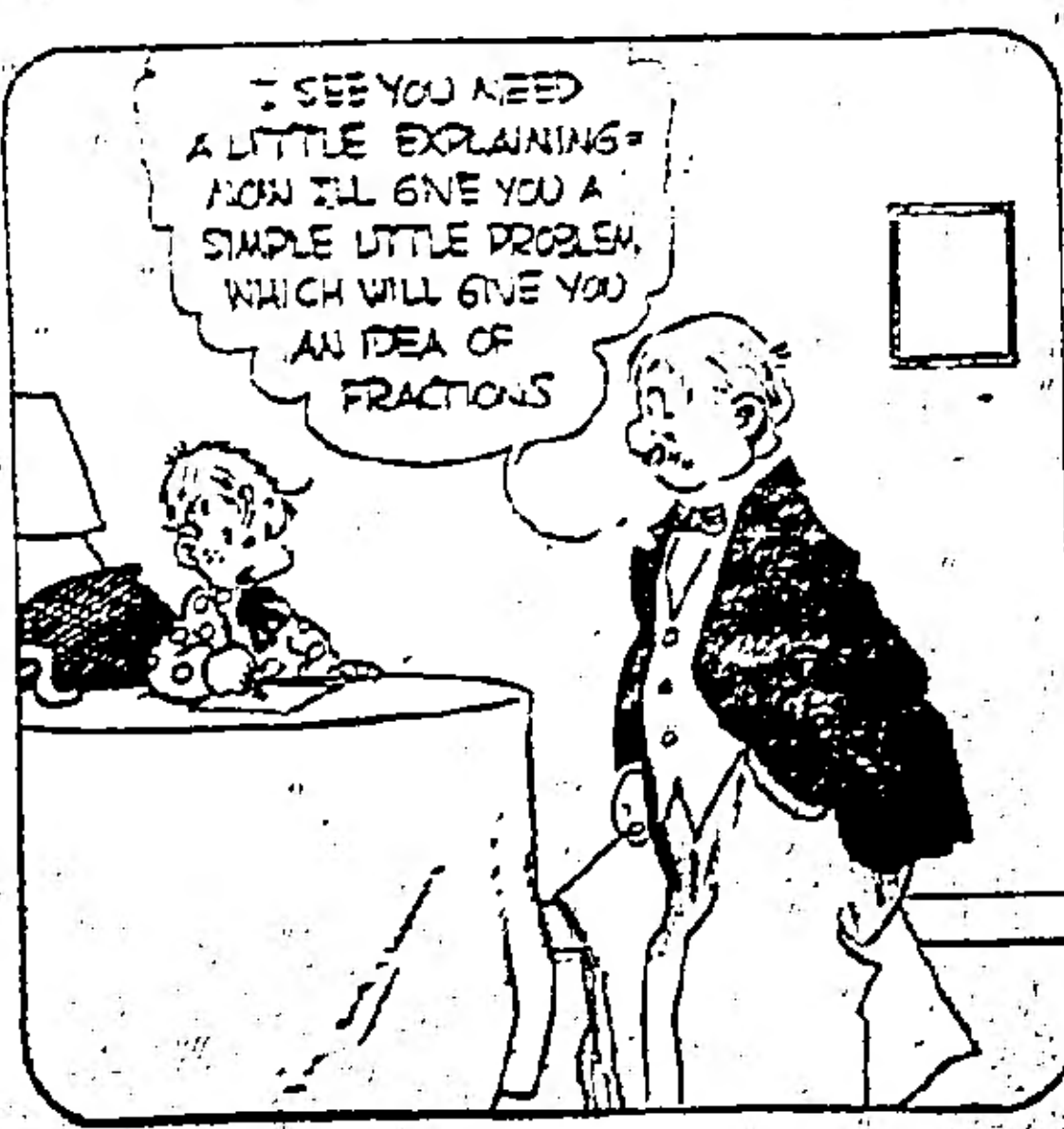
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ACKNOWLEDGMENT.

The family of the late Mr. Viriato Maria Francisco Xavier beg to tender their sincerest thanks to all friends who conveyed their expression of sympathy in their sad bereavement, and to those who sent wreaths and attended the funeral.

The Telegraph.

HONGKONG, 1st Dec., 1923.

OUR NEW REGIMENT.

We wish to extend to the newly-arrived 1st. Battalion East Surrey Regiment a hearty welcome to Hongkong. Garrison battalions come and go, and to the ordinary civilian resident, it seems to matter little who is here on service or who is not. The civilian and military spheres seem to lie rather far apart, there is not a great deal of social fusion, and it is largely left to the realm of sport to provide a common meeting ground. But we owe much to the military men quartered among us, and even if that indebtedness is not often demonstrably expressed, it is keenly realised by many. We have no hesitation, therefore, in saying, on the public behalf, that we hope the East Surrey's stay among us will prove to be a happy one for them. Hongkong offers them a wide scope for whatever sporting proclivities they might possess, but in this regard they follow on a battalion which has earned the admiration of everyone here. The Kings have shown us their prowess in sport—in football and boxing, principally—and it is the only battalion we have had which has played its games the whole year round. We, as a Colony, are saying good-bye to them with regret, for they have "played the game and been jolly good sports."

In the East Surreys we have a regiment with a fighting record which goes back over two hundred years, and the names of the battles in which it has been engaged are those of the most prominent in modern British history. There are, doubtless, many regimental traditions of which the men are jealous, and if they can add to those traditions whilst in Hongkong, especially in the world of sport, then their stay will have been of benefit not only to themselves but to the Colony generally. When they read of the commercial community being impatient because of the large tracts of valuable ground the military occupy in

the centre of the City they will realise, it is hoped, that the controversy is a non-personal one; that it is born of a desire to make this outpost of the British Empire even more valuable than it is now. For all of the newcomers, from Lt.-Col. Ashton down to the youngest drummer-boy, we hope that the period of service here will be one of which there will be nothing but pleasant memories.

LOCAL HOCKEY.

GRENADIERS BEAT SUBMARINES.

The Grenadiers met the Submarines on the U.S.R.C. ground yesterday and won by two goals to one. The game was a fast one, being keenly contested by both sides, but there was far too much "tackling from the wrong side," "obstruction" and "sticks," whilst a great many "kicks" and "carries" were not penalised by the umpires.

For the Submarines, Lieut. Bell played a very fine game in goal and stopped numerous shots. Their defence was good, especially their halves, who showed up particularly well in stopping the ball.

For the Grenadiers, their inside left (and Indian) broke away several times and appeared quite the fastest man on the field, but failed in the circle. Capt. Dods played a very forcing game at centre-forward and was unlucky in not scoring often.

INTERPORT PROSPECTS.

"Umpire" writes as follows:—I understand that it is still possible that Shanghai may send down an Interport hockey team; if they do, I am sure Hongkong will put up a very good show. Among the new arrivals this year we are glad to welcome A. S. Hett, who got his half blue for Oxford in 1921 and who has proved a great acquisition to the Club.

It is a great pity that in a large station such as Hongkong, where we have several really good players, the majority should be so very ignorant of the rules. Umpiring at hockey is by no means easy, and mistakes are bound to occur, but I have no sympathy for the umpire who errs through ignorance of the rules, as it is so very easy for him to learn them.

"THE KING'S."

G.O.C.'S FAREWELL MESSAGE.

Yesterday Command Orders contain the following "farewell" by H. E. Major General Sir John Fowler:—"The General Officer Commanding the Force in China desires to express to Colonel Blake, the officer and all ranks of the 2nd Battalion The King's Regiment his appreciation of the good service they have done in this Command, fully maintaining the reputation of their Regiment. The General Officer Commanding desires to thank all ranks for the cordial support they have given him in all matters to promote the well-being of the Garrison and he compliments them on their success in athletic competitions. He wishes them every success in their new Command."

THE M. C. L.

SUCCESSFUL BRIDGE DRIVE.

A very successful bridge drive was held at Mrs. Ferguson's residence, Peak Road, recently for the Victoria branch of the Hongkong Women's Guild and Ministering Children's League. There were about a hundred people present, and among the ladies who very kindly gave their assistance in various ways were the following:—Lady Brunyate, Mrs. Ferguson, Mrs. Henry Humphreys, Mrs. Shields, Mrs. Matheson, Mrs. and Miss Dunbar, Mrs. and Miss Owen Hughes, the Misses Hol-yoak, Miss Ram, Miss K. Phelps, Mrs. Murray, Mrs. Byrne, Mrs. Shellehear, Mrs. Earle and Mrs. Roffey.

Mrs. Dunbar very kindly gave the first prize, and Messrs. Kelly and Walsh the second, whilst the British-American Tobacco Company gave a generous donation of cigars and cigarettes, which were sold during the afternoon. The entertainment brought in \$225.50 to the Victoria branch funds.

DAY BY DAY.

DEMOCRACY IS IN PERIL FIVE YEARS AFTER THE GREATEST TRIUMPH DEMOCRACY EVER HAD.—Mr. Lloyd George.

Mr. and Mrs. E. B. Reed returned to the Colony by the P. and O. liner Khiva to-day.

British and visiting naval craft in the Harbour "dressed ship" to-day in honour of Queen Alexandra's birthday.

Shaukiwan Island Lot 505, comprising about 2,790 square feet of foreshore and sea-bed, is to be leased, the annual rental being \$24.

It is stated that Yeung Sai-nam will be reappointed Provincial Treasurer at Canton in succession to Chay Lu, who has resigned.

A Bill to amend the Public Health and Buildings Ordinance is shortly to be introduced. It will deal with open spaces in domestic buildings.

An earth coolie has reported to the police his experience of being held up by three armed robbers at the junction of Matakok and Yaumati last night. He was deprived of \$3.

Reports state that General Chan King-ming has ordered a further batch of 5,000 troops from Chuichow to proceed to the East River front, with a view to making a fresh general attack.

Mr. R. K. Hepburn of the Yokohama branch of the Commercial Union Assurance Co. arrived yesterday by the P. and O. liner Kalyan. Mr. Hepburn joins the Hongkong branch of the Company.

Mr. R. H. R. Wade, the new Commissioner of Customs for the Kowloon district, comes from Peking, where he has been for the past six months. Previous to that, he was Commissioner at Tientsin for two and a half years.

Two lots of Crown land are to be sold on the 17th instant. They are Inland Lot 2457, above Bowen Road (area, about 9,400 square feet; upset price, \$3,220); and Rural Building Lot 237, situated at Mount Cameron (area about 23,100 square feet; upset price, \$3,272).

Forthcoming weddings include those of Mr. John McCormack, of Taikeo Dockyard, to Miss Helen Aberdeen Ogilvie, Mr. Frederick Baker, of Tytam Tuk, to Miss Violet Razavet, and Lieut. Commander Rushbrook, of H.M.S. Titania, to Miss Catherine Maitland, of Shanghai.

There will be a lantern lecture at the Helena May Institute on Monday, December 3rd at 5.30 p.m. given by Col. C. W. Davy, C.M.G. The subject is to be—"The Fairyland of Fabre." (The lantern used on this occasion will be the Pathe University kindly lent by the Pathe Orient Co.).—Advt.

Church Notes says:—"Rev. J. T. Holman, M.A., who, three years ago came out on the understanding that he would stay a year and a half as assistant Chaplain, has now finished his work here, and has gone to Peking to help at the Legation Church. We shall miss his genial presence and his helpful sermons."

Whilst one robber stood to supervise the proceedings with a revolver, two others, visiting the hut of a tea-hawker on the 100-foot new road at Nga U Tau last evening, collected money and property of the total value of \$10.50 and disappeared in the direction of Mongkok and Sham-suipo. District stations on the mainland have been warned.

The E.A.S.M.A. in the first half of their match against the D.R.C. in the Hongkong Billiards Tournament, played at the V.R.C. last night, beat their opponents by 750 to 583. E.A.S.M.A. was represented by A. E. Knight (250), R. Earnshaw (250), and H. Davis (250). The Dockyard team consisted of S. E. Alderman (148), A. Oswick (188) and R. T. Taylor (247). The second half of the match will be played on Monday night. In the previous matches the Catholic Union beat the V.R.C. by 1,500 to 966, and the Police beat the H. K. Defence Corps by 1,343 to 1,242.

Bulls and Inners

From the Office Butts.

Hoo's yer heid?

We are authorised to contradict the rumour that the pipers blew up the bags for the haggis.

Who was the Pussyfoot who thought of a waterfall for St. Andrew's Ball?

Eleven more residents now know what it feels like to be real J.P.'s.

"Bandits Hold Up Shroff," according to a local journal. Hope he's the one with our November chits.

Shanghai folk can crow as much as they like about their new Hongkong and Shanghai Bank building, but we still have the Dome of St. Stephens.

For Sale.—Several haggis skins, nearly new.

"Commodore, what are you blaring now?"

Those N.Y.K. folk evidently knew the A.B.C. of striking.

"Press Women at Tea," says a newspaper heading. Certainly, if they're not too sbr.

Thursday was Thanksgiving Day in America. We guess every public holiday in the States means a day of thanksgiving among the bar-tenders in the saloons just over the border.

If Hongkong went dry, we might see some progress on the road through to Canton.

To-day we have a special article on the new waterworks scheme in the Shing Mun Valley. MacWhirter, he says, "and very appropriate too after last night."

A Prohibitionist recently declared in the Land of Liberty that man is the only animal that soaks its brain in alcohol. What about beer in a hog's head?

Reuter tells us that a millionaire has left £10,000 for a custodian of a collection of parasites. Reuter evidently saw the connection.

And talking of siphonaphers, they have been known to thrive in Ice House Street.

"This step was contemplated long before, but has now been brought to a head," reported Reuter on Thursday. Someone evidently slipped.

An Indian journal, transcribing the Reuter cable about the Melbourne police trouble, says: "Special police with blue jackets attacked the striking constables." We presume there weren't sufficient blue trousers to go round.

"Sans Puer." Yes, we had none last night. Except for the haggis.

The only ones who didn't enjoy Thanksgiving Day in America were the turkeys.

These Scots are fine students of psychology. They chose "Stumbling" for the final item in last night's dance programme.

A writer in a Home paper tells us "How to Stop Skidding." Wish we'd read it before we went to the Ball.

Jugo-Slavia now threatens to take sanctions against Germany. It'll be Yaumati's turn next.

Omitted last night:—Telegram from Sun Yat-sen to the St. Andrew's Society, Hongkong: "Though seas divide us, my thoughts are ever with thee."

Revised maxim: A miss is as good as a male.

A Berlin railway company reports a deficit of 517,800,000 marks during September. Somebody must have evaded paying his fare.

Many a wife gazed into another man's wonderful eyes last night—and into her husband's bloodshot optics at breakfast this morning.

It seemed particularly appropriate that E.A.M.C. men should have been "on duty" at Auchtermuchty last night.

Our conception of the ideal Robot is that of the man who sits in the cardroom and forgets that his partner may want a bite of supper.

It is pleasing to note that our Harbour Master has decided to aid the movement for suppressing some of the excessive blasting on our waterfront.

On account of possible vibration, very little dry toast was chewed this morning.

If Hongkong had a Society for the Prevention of Cruelty to Human Beings, the list of prosecutions which would have appeared this morning would probably induce the Government to build a City Hall.

Figures of visitors to the City Hall Library since last night show a considerable falling off.

Radio enthusiast—"I tuned in and got Manila last night!" Companion—"I tuned in and got Hell!"

"Berlin, Nov. 29th.—Herr Marx has formed a Cabinet." So Marx is up, even if Marks are down.

Who said that that the last typhoon held the record for wind pressure? Surely not after hearing the pibroch last night.

Judging from its opening paragraph, Wednesday's D.P. leader on "Peace in Ireland" might have been better entitled "The Leaders-Writer's Lament."

Numismatists will be interested in the new Chinese coins bearing portraits of rival "leaders." The President's issue is, we believe, Tsao that he Kun gain "face."

Somebody suggests a reorganisation of the Chinese Customs. We propose making a beginning with some of our house coolie's little ways.

In describing a recent lecture in the Daily Press, "X" (an unknown quantity) says:—"A blood-stained ending to life's fearful dream was common in the days of civilisation's early dawn."

If a certain Professor had met "X" in those early days, 40,000 years ago, it is probable that the truth of the above statement would have been demonstrated.

"X" would have had a "lightning trip" to the next world.

The "short shrift Tutankhamen received" would have been nothing to the attack of "Shell-shock." "X" would have experienced.

There has been a fire on board the steamer "An Jon." This vessel is, of course, named after the home town of the fair Mah Galey of history.

Things we want to know: If Germany lost the war, who won it?

"Why should bakers bake at night?" asks a Home paper. They knead the dough.

Hongkong's business men are going in for physical jerks. A few mental shocks wouldn't hurt 'em.

"Typhoon Ties Up Shipping," says a local contemporary. This competition with wharfage companies isn't fair.

The recent scrap between M.P.'s in Peking suggests that the "front" has now been transferred to Parliament.

Young Baldwin, in criticising his father's Government, is no doubt getting his own back for past corrections. Future Premiers will do well to take heed of this new development in politics.

Definition of a melodramatic cinema star: A lady who has discovered the secret of perpetual emotion.

According to a military expert, the next war will be in the air. That's where the Peace is now.

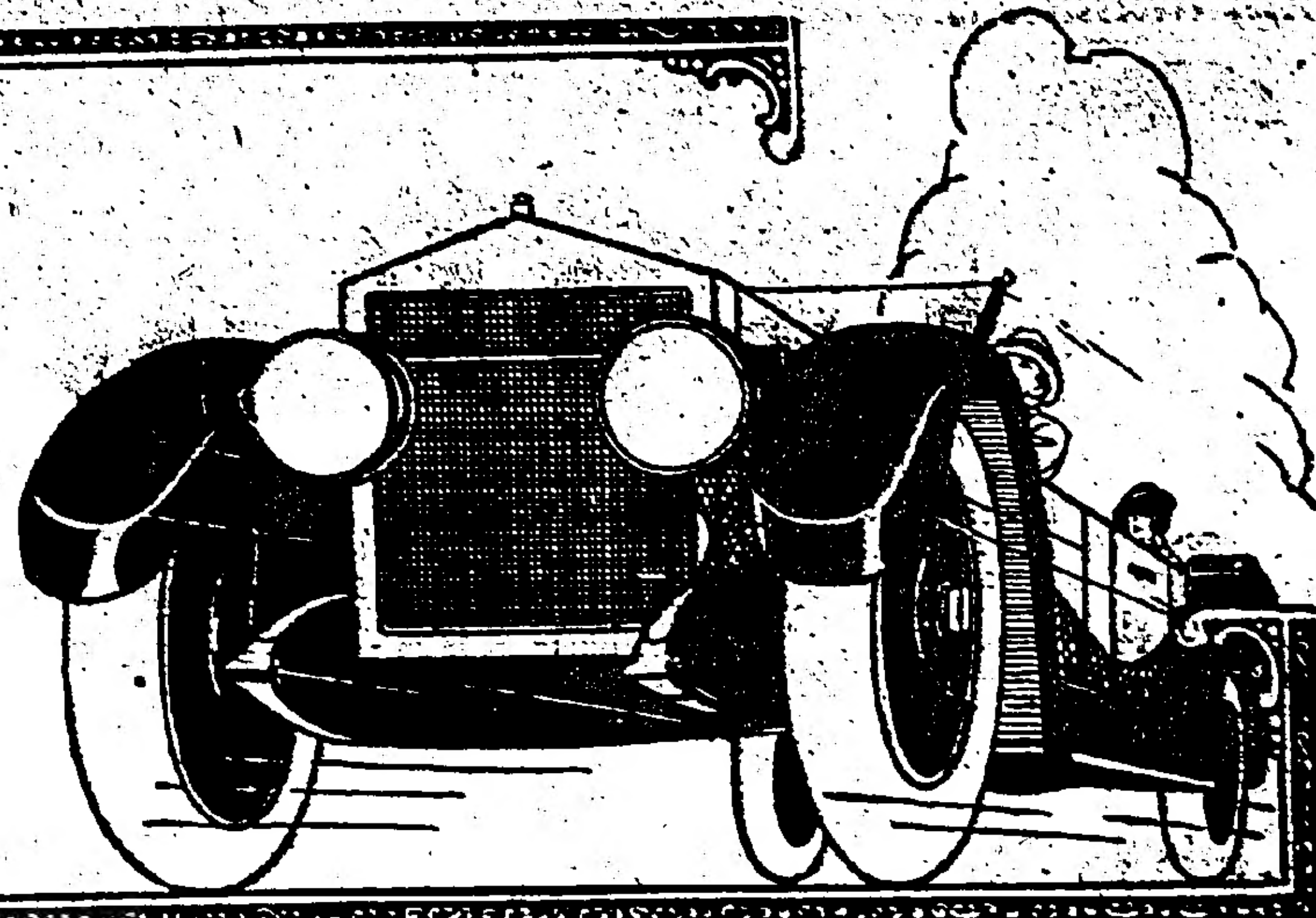
A reader wants to know why firewood is so dear. Most likely because the price is too high.

France now holds the record for being longest in the war.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
Saturday, the 1st. December, 1923.

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

The local Association's new badges have arrived, and very handsome they are. They are a replica of the Associate's badge of the Royal Automobile Club, London, with a special design in the centre (designed by Mr. H. W. Bird) denoting the local Association. Members will be sent particulars shortly, and as the local Association is affiliated with the R.A.C., they are entitled to display this badge on their car or motor cycle. Applications should be made to the Hon. Secretary, Mr. P. H. Hodgson, Union Insurance Society.

The Government is to be congratulated on its prompt response to the request of the local Association to repair the Dairy Farm Hill. We understand that the whole of Pokfulam Road from Hongkong University to Aberdeen will shortly be similarly improved.

The Association calls attention to the splendid surface and condition of the road round Castle Peak to Fanling and thence on to Kowloon through Taipei. It is now a most pleasant drive, one of the prettiest in the Far East, and our local Secretary recently took an American round this route and he remarked that "This has the Henguet Road to Baguio beaten to his."

It has been asked of us why some of the local agents do not adopt a scheme of easy payments when selling cars and motor cycles. It is pointed out the road-side without showing that both at Home and in America even the smallest agent has a system of easy payments, replying in the negative, stopping financed either by himself or by and rendering assistance. A financial house which specialises in this class of work. It means the tying up of capital, into disuse, although it is no use of course, but that capital earns nothing the fact that there is anything from five to ten per growing tendency among local cent. Sales are enormously in-motors to ignore the other chap ceased by extending easy pay-ments; in fact, the business done along sweetly. One is always this way at Home and in America liable to be "hung up" one's-constitutes nearly half the self and in such circumstances a motor sales business of these a little assistance is always welcomed. Especially does this apply to motor cyclists.

A person in Hongkong has say, "Generally speaking, two reck- \$1,000 in cash and he wishes to buy a car, but the raising of the remaining \$1,500 or so means a weary wait and so he buys the best second-hand car he can; the with his ready money. If he a smash." This extract from a could put his \$1,000 down as a first instalment and pay the remainder in monthly sums; as he is using the car, he would always prefer to buy a new to a second-hand car. The question is one worthy of con- sideration, for the Colony cannot go on for ever finding people having \$2,000 or \$3,000 in lump sums.

Motor cyclists in Hongkong will be interested to learn of the arrival in the Colony of the Dunlop Rubber Company's latest production—the Dunlop cord motor-cycle tyre. This type of tyre is specially designed for use on machines which are subjected to hard wear, and exhaustive tests have proved conclusively that considerable economy can be effected by equipping machines with cords. We understand that 23 x 3 cord covers are stocked at the moment, and that supplies of other sizes will arrive very shortly.

LACK OF SPARES.

A LOCAL MOTORIST'S COMPLAINT.

We have received the following letter for publication:

Sir,—I think one of the biggest grows local motorists have is in regard to the provision of spares. Only too often a car or a motor-cycle (particularly the latter) is sold by a very obliging and courteous salesman who repeats, par-ticularly in the case of a catalogue, whilst having no more idea of what he is talking about than "the man in the moon." The machine gives satisfaction or not until the time arrives when we require spare parts. We visit the same salesman who sold us the machine and ask for what we want. "Sorry," he says, "we have none in stock just now, but we are expecting a consignment of them any day." It is what he tells us. The old saw of "Any day is a good day" was never more true than in such cases, for the spares never turn up. The ship carrying them sank, no doubt. One has only to be in close touch with local motorists to realise the tremendous amount of harm these dealers do to themselves. "Don't buy a Tink-Tonk machine," says So-and-So to So-and-So, "because when you've bought it they don't want to see you any more." If the trade is judiciously selected and well advertised the provision of spares is a very remunerative one, but suppose the old question of locked-up capital comes in. There are one or two local dealers who excel in the provision of spares, and who also have a thoroughly efficient garage and service system. But there are others—well, I don't mind so much such dealers having no garage in which to fix up cars or cycles, but, for goodness sake, Mr. Dealer, do let us have spare parts.

Thanking you for inserting this, Yours, etc., A SUFFERER. Hongkong, Nov. 25th, 1923.

Evidence is not wanting to justify a fear that the old time etiquette of the road among motorists is fast disappearing. In the early days of motoring in this Colony as well as at Home one never passed a car "hung up" by cycles. It is pointed out the road-side without showing that both at Home and in America even the smallest agent has a system of easy payments, replying in the negative, stopping financed either by himself or by and rendering assistance. A financial house which specialises in this class of work. It means the tying up of capital, into disuse, although it is no use of course, but that capital earns nothing the fact that there is anything from five to ten per growing tendency among local cent. Sales are enormously in-motors to ignore the other chap ceased by extending easy pay-ments; in fact, the business done along sweetly. One is always this way at Home and in America liable to be "hung up" one's-constitutes nearly half the self and in such circumstances a motor sales business of these a little assistance is always welcomed. Especially does this apply to motor cyclists.

PETROL CONSUMPTION.

54 Miles on a 'Quart.

Three men drove up to the Bureau of Standards in Washington recently in a high-powered automobile, equipped with a new device on which it was claimed the car could get 54 miles on a quart of gasoline. The third was an investor. He wanted proof. They had driven from Jacksonville, to satisfy him.

Agents of the Bureau made the test. They found a separate gasoline tank secreted behind the instrument board from which the engine was getting its gasoline supply without draining upon the natural gas tank at the rear of the car.

The prospective investor notified the police that he had already turned over \$20,000 to the "inventors" before the test was made. The Bureau also informed the police.

The November issue of Asiatic Motor (Shanghai), which recently came to hand, is a really excellent number, well maintaining the high standard set up by the previous publication. It is full of interesting matter to Far Eastern motorists and is very freely illustrated. Incidentally, a page and a half is devoted to pictures of the hill-climb contests in Hongkong. Other features are an article on the future of air mail services in China, another on American motors in Japan, numerous pictures of the new models in Buicks and Studebakers, and a most interesting account of experiences with a motor tractor in China. In small holes must be drilled in the edge of the flywheel at this point until the whole revolves correctly.

MOTOR CYCLE ENGINES.

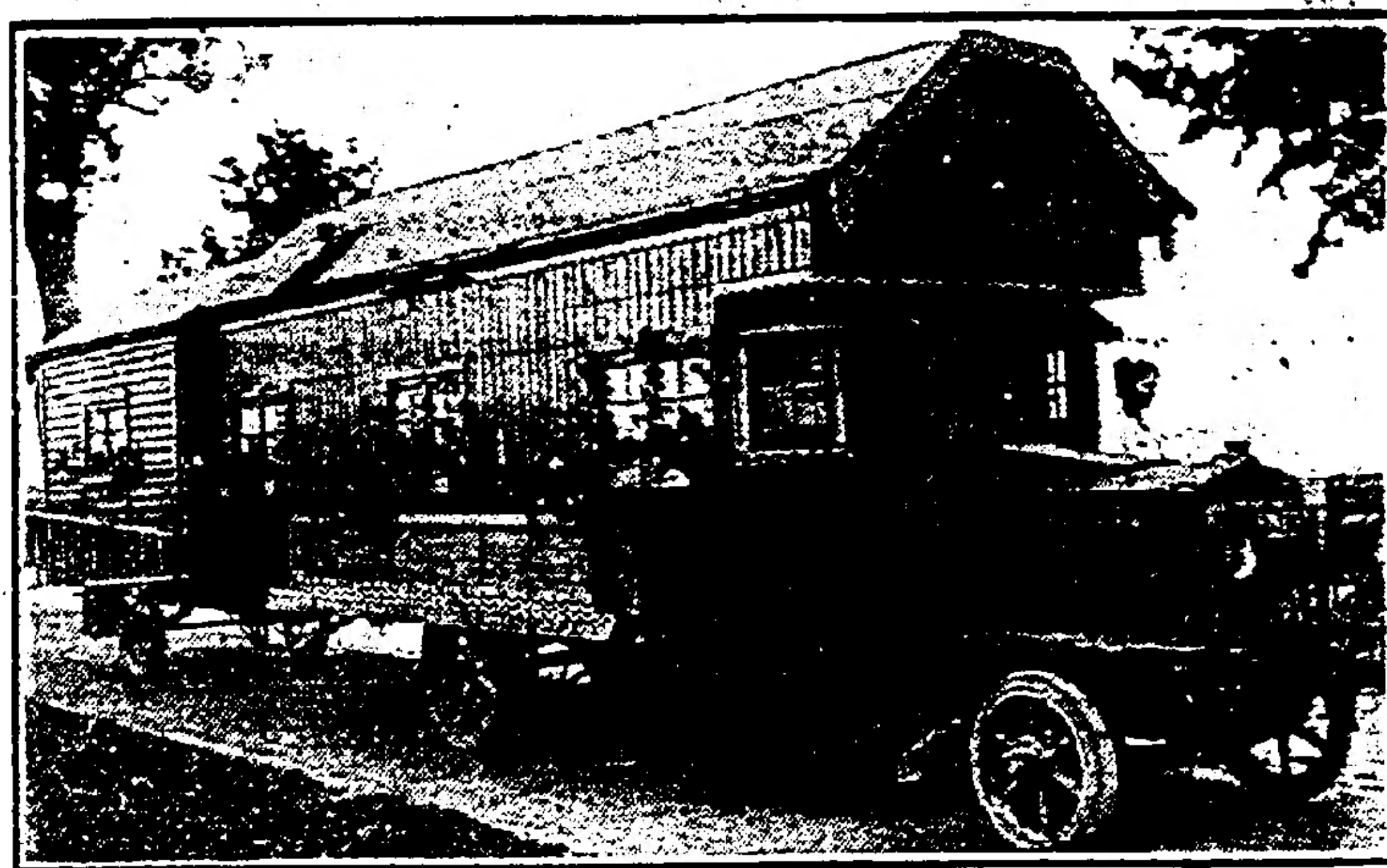
HOW TO BALANCE THEM. [BY "NORTONIA."]

Before commencing to read this article, it is as well to warn enthusiastic beginners that balancing an engine is one of the most difficult operations in the whole of motor cycling. Unless you are absolutely certain that your machine is not correctly balanced, the whole thing should be left severely alone. Probably the only time when the balance of a modern motor cycling engine is upset is when the cylinder has been re-bored and a new piston fitted, or a piece broken off the skirt of the piston necessitating a small amount being turned off the bottom. If a new piston is fitted of exactly the same weight as the old one, it is not necessary to rebalance.

To commence, the whole of the engine must be dismantled, but the flywheels must not be separated. Before parting the crankcase, make a paint mark on main shaft pinion and another on the crankshaft. Let me explain:—Take off the timing case cover, and you will notice that one of the gear wheels is fastened with a screw in the middle. Loosen this screw and put the paint mark on the gear wheel and on the shaft to which it is attached. This is done so that the timing gear may be reassembled correctly. Although the pinion is probably keyed on so that its position cannot be changed, it is as well to be prepared in case it is not. Unscrew the nuts and bolts holding the crankcase together and gently part them, by pulling on each side of the cylinder covers. Do not attempt to lever them apart by inserting a screw-driver between the joints. This will cause an oil leak.

The engine flywheels crank-shaft connecting rods and pistons are now an assembled unit free of the crankcase, and they should not be stripped any further. It is necessary to weigh the reciprocating parts, i.e., pistons, rings, knee-pin, small ends, and upper portions of the connecting rods. To do this, use a reliable spring balance, and, placing the flywheels upright, hang one of the pistons on to the balance by means of a piece of string around the centre of the piston. Keep the connecting rod horizontal and read the weight on the balance. The reading is, of course, the weight of one piston complete and the upper part of the connecting rod equal to half the whole of the reciprocating masses. In the case of a twin cylinder, half the weight registered must be taken, as in the balancing process we only need half the weight of the reciprocating masses. Now take a couple of 1/2-inch square steel rods about one foot long and place them on a bench high enough and sufficiently far apart to allow the mainshafts to rest on them and allow the flywheels to swing quite free with the pistons hanging down. Level up the steel rods very carefully in all directions. Now, exactly opposite to, and at the same radius as, the crankpin, drill a small hole, and from this hole, by means of a piece of bent wire, hang weights equal to half the reciprocating weights as shown by the spring balance. The flywheels may now be revolved, and should no point of the wheels have a tendency to always come lowermost, the engine is correctly balanced. Should, however, one part always come to the bottom, small holes must be drilled in the edge of the flywheel at this point until the whole revolves correctly.

TRAVELLING HOME AND BUSINESS STORE.



A family of five travels about in this moving home and business store, in Germany. It is the conception of an Austrian noble, Herr Franz von Schlechleider, who resorted to this source of income after he had lost his fortune in Austria. The home consists of a kitchen and living room downstairs and two bed-room "upstairs," accessible by climbing and creeping. The store is on the trailer.

AMERICA'S MOTORS.

Some Striking Figures.

That the business of the American is turning more and more to highway transportation is indicated by statistics on motor-vehicle registration dated July 1, compiled by the U.S. Bureau of Public Roads. Registration of passenger cars, taxis, buses, and motor trucks totalled 10,620,471 on this date, an increase of 137,176, which is a healthy growth, as the first half of the year is the off season for registration of new vehicles.

The surprising fact is that of the 137,176 increase in registrations, motor trucks constituted 116,701 against 37,030 passenger cars and 5,443 taxis and buses. This means an increase of over 15 per cent. of the number of motor trucks at the beginning of the year. Figures are not available to show what part of the increase of 5,453, or nearly 11 per cent. in the taxi and bus registration is due to the increase in the number of buses traversing and suburban routes, but it is very probable that a considerable part of the increase is due to the development of the new form of transportation.

The table of statistics issued by the Bureau shows a registration of 9,467,874 private cars, 55,990 taxis and buses, and 1,096,605 motor trucks, making a total of 10,620,471. Motor cycles are not included, there being 149,824 against 196,231 at the beginning of the year.

SAFETY FIRST.

Objection to being overtaken or overtaking merely for the sake of overtaking are habits which are both foolish and dangerous.

Remember when carrying out the above operations that the balance and the spirit level used to get the connecting rod horizontal and for levelling the steel rods must be absolutely accurate.

PARIS SHOW TENDENCIES.

Features in Development.

There are some detail items in connection with the Paris Motor Show which are worthy of comment. We will take the engine situation first, says a writer in a Home paper.

At a casual glance it looks a straightforward matter. When you come to study it more closely, all is not quite so simple.

To start with, the prophecies of two years ago as to the adoption of 12-cylinder engines for super-luxury cars are not fulfilled. The 12-cylinder type has receded gracefully into the realms of oblivion.

Personally I think this is a mistake—not merely because I was amongst the "false prophets" of two years ago, but also because the 12-cylinder cars I have been on appeared the last word in engine luxury, and even power output. Still, the fact remains. Its "good bye" to 12-cylinders—or possibly only "au revoir?"

A NOTABLE ACHIEVEMENT.

On the other hand, the "straight eight" has several new adherents and for the moment the last word in luxury or engine design embodies eight cylinders.

The new Cadillac again proves the prophets wrong—I'm not guilty this time!—by adhering to the V twin four, and not going in for the "straight eight" as was so commonly reported.

This company has done something remarkable in crankshaft design, but the theory is so highly technical I have not quite grasped it myself yet: so cannot "put you wise."

But from all accounts the practical results of the new improvement are little short of astounding. I'm told by a confere from "the other side" that the engine is so perfectly balanced, it's "like a 12-cylinder steam engine."

I gather that the improvement in question is really a notable achievement, but will defer further comment until I have seen and tried the new car.

CYLINDER AND VALVES.

The six-cylinder situation is also rather peculiar. In general terms the type has gone ahead, and numerically it is more popular than last year.

But you get some startling surprises by finding some of the luxury cars which ought (theoretically) to be either eight or six-cylindered, with, in fact, only four cylinders.

Why is this? I must confess I see no proper answer to the conundrum. If cost is not to count, the six-cylinder should unquestionably be preferred to the four.

It is much more difficult to make a really good six than a really good four. Is that the answer? If it is, it should not be in these days.

With regard to valve mechanism, you have the luxury brigade with the sleeve valve engine—and then a real fight for supremacy in the arena of poppet valves. Overhead—or side by side? That is the question.

The overhead contingent has gained ground numerically. But in the ranks of the side by side legions you can note firms whose names are world renowned. What they may lose in quantity they make up in quality.

THREE OR FOUR SPEEDS?

A similar battle for supremacy is waging in regard to the gear-box. Three speeds—or four? Granted equality in other matters, the four-speed gear-box must always be the better, but you can see examples where the question of cost is not the deciding factor in only providing three speeds.

Hers, again, therefore, the situation is still an open one. The human element of the driver has much to do with it and is probably the chief reason why you can see three-speed gear-boxes on expensive chassis. The designer thinks the driver does not know how to change gear properly.

Efforts to improve suspension systems are many. One idea is to use the new large section tyre. The others are various new ideas in the springing itself.

Of the two, I think the new tyre design is the more practical. Apparently France is going ahead with this development seriously. It would probably be advantageous if we got a move on with it in this country.

Firestone

Firestone Gum-Dipped Cords and Steam-Welded Tubes were the equipment on each of the first five cars to finish the 100-mile National Championship Automobile Race at Syracuse, New York, September, 15th, 1923. The winner, Tommy Milton, drove the entire 100 laps around this one-mile dirt track, without a stop, finishing in one hour, 15 minutes and 33.100 seconds, establishing a new world's record for a track of this sort. Milton on his Firestone equipment also established a new world's record by doing one mile in 42 and 28 100ths seconds. Not one of the drivers using Firestone equipment experienced tyre trouble of any description.



Most Miles Per Dollar



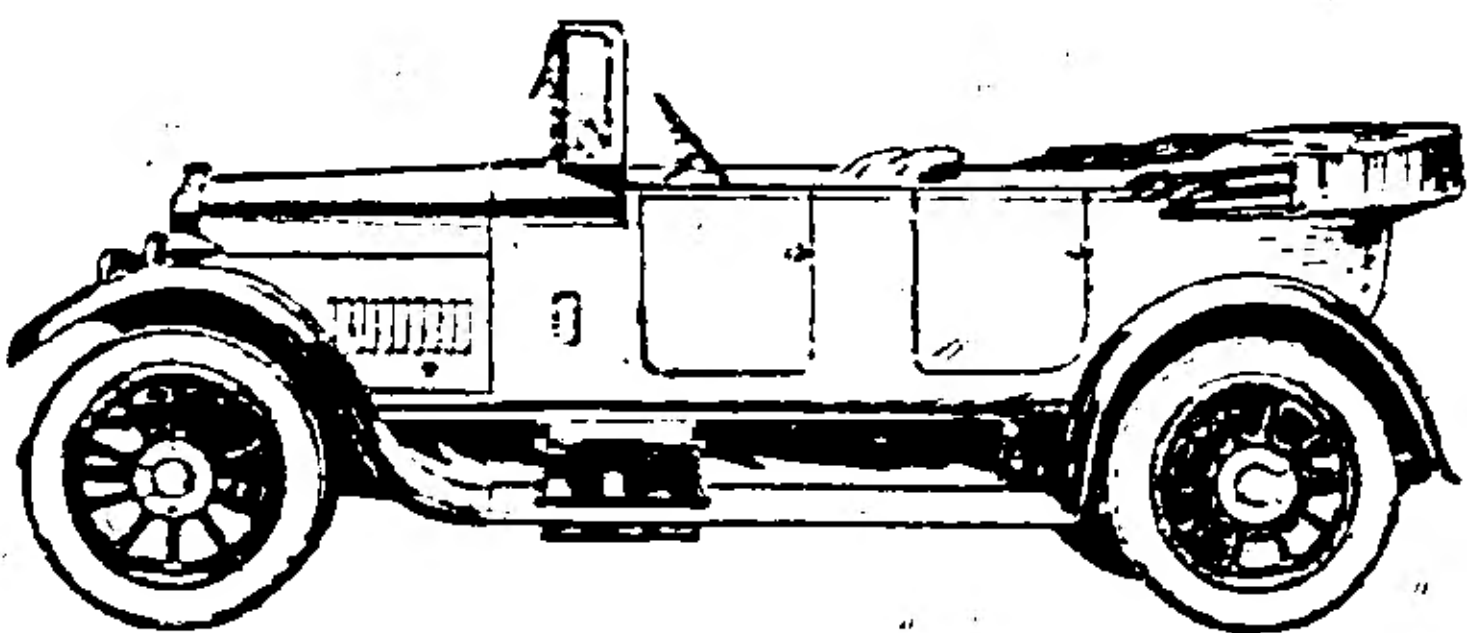
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BY FAR THE BEST VALUE IN THE MOTOR WORLD TO-DAY

COLONIAL MODEL

Brief Specification



The All British Car

DEMONSTRATION INVITED

Price £ 550

SPECIALLY BUILT AND GEARED FOR HONGKONG

HONGKONG HOTEL GARAGE

PHONE C. 32.

The Hongkong & Shanghai Hotels Ltd.

4 cylinder 17.9 H. P.
5-Passenger Touring Car.
Cape Cart Hood and Storm
Curtains. Upholstered in
Antique Brown Leather.
Dunlop Detachable Spoke
Wheels. Dunlop (British)
Cord Tyres. One Spare
Wheel and Tyre. C.A.V.
Electric Lighting and
Starting. Speedometer;
Clock, Bulb, Horn, Luggage
Grid, Petrol Tin and
Holder.

BRITISH OLYMPIA MOTOR CYCLE SHOW.

Reviewed by a Special Correspondent.

In the Show that has just been held at Olympia, the British Cycle and Motor Cycle Manufacturers and Traders Union has achieved the greatest of a series of great successes. The enlarged building was fully occupied by the exhibits, upwards of three hundred firms being represented. The Exhibition was international and as such, representative, but British products predominated. This was not due to any preferential treatment of British exhibitors, but is the result of a highly satisfactory state of affairs in this industry; namely, the supremacy of British productions in face of world-wide competition. This has been emphasised during 1923 by the remarkable series of successes of British machines, not only in home events but in the biggest races and trials held in other countries. This year the French Grand Prix and the Italian Grand Prix of Nations were both won by the British-built A. J. S.

24 h.p. machines, which have also secured awards in Switzerland, Germany, South Africa, and Australia. In the Tourist Trophy races British machines swept the board. The Senior Race was won by a Douglas, other prominent machines being the Norton outfit and the Sunbeam. The Junior and the Cotton with latter is being sold in increasing numbers for trade delivery purposes and for the distribution of letters and postal parcels.

Motor cycling has never been cheaper than it is now. Comparison with ten years ago, the first cost of a machine is a little higher, but to-day's mounts are of better quality, give better performance, use less fuel and are more fully equipped.

From these general remarks, we may now turn to an endeavour to indicate the trend of design as shown by the Exhibition, selecting a few examples to illustrate the points made, but not attempting the impossible task of adequately reviewing all of the "many thousands" of exhibits.

THE 350 C.C. CLASS.
While the Show contained machines with engines varying in dimensions from 150 c.c. up to 1,000 c.c. or over, a very large percentage of the exhibits came within the 350 c.c. class. Here, mention

may be made of the re-introduction of the 346 c.c. fourstroke light-weight Triumph, which has unit construction for the engine and gear box, a dry sump with forced feed lubrication and a Webb front brake. The Triumph people have successfully pioneered the use of electric lighting on solo motor cycles which is likely to become very general in the near future, especially perhaps on single cylindered machines and of course on the larger sidecar combinations.

This Raleigh, while retaining their 348 c.c. and 399 c.c. models, are marketing a new 198 c.c. twin for sidecar work.

The most popular A.J.S. model is the 349 c.c., which is to be had either with side or overhead valves. This firm has just introduced a new variety of its 199 c.c. sidecar outfit, embodying all the essential features of the previous models, but marketed at a strictly moderate price.

A newcomer to the 350 c.c. class is the Enfield. This is marketed either with side or overhead valves and with foot operated gears. The well-known board. The Senior Race was won by a Douglas, other prominent machines being the Norton outfit and the Sunbeam. The Junior and the Cotton with latter is being sold in increasing numbers for trade delivery purposes and for the distribution of letters and postal parcels.

TENDENCIES IN ENGINE DESIGN.

The Exhibition clearly illustrated the great popularity of the Blackburne engines, which are now fitted to machines of a large number of different makes. These engines have been extremely successful during the 1923 season, their successes including the Junior Lightweight T. T. races and the Belgian Grand Prix. Races in the 350 c.c. solo and the 350 c.c. sidecar classes. Also the first three places in the Italian T.T. and the first in the Ulster Grand Prix. An examination of the Blackburne exhibits emphasises the fact that both side and overhead valves continue popular for their respective purposes. Also that the demand both for single and for twin cylindered machines continues good. Four-cylinder engines for motor cycles have become almost obsolete, though they are still used by a few foreign makes.

LIGHTWEIGHT MACHINES.

A very large number of lightweight and ultra lightweight machines were to be seen at the Show. The ultra lightweight type, which was pioneered by the McKenzie, is now to be had in a variety of makes. There is, perhaps, a tendency in some quarters to cut prices too low, and the result is to some extent to discredit the small two-stroke engine, which, if properly constructed and designed, is a perfectly satisfactory unit.

Thus, for instance, the Lewis machines, manufactured by Messrs. Butterfields of Birmingham, have been extremely successful throughout this season

figuring very prominently in the Six Days Trials and other events. The Model "T-Two" now shown is an improved edition of this year's Model "T" and is certainly one of the most popular and successful two-stroke machines of the year. A new model for 1924 is the "T-Three" with three-speed gear, clutch and kick starter, which is marketed at a very competitive price.

An admirable four-stroke light-weight machine is the 249 c.c. Rover, which has unit construction for the engine and gear box, overhead valves, mechanical lubrication, three-speed gear box and dry plate clutch, transmission being by roller chain.

CHAIN DRIVEN.

The chain drive's, in fact, becoming practically universal on all but the very smallest machines, its conclusive advantages over the belt having been quite definitely established. Thus the exhibit of Messrs. Hans Renold included a pair of chains which had covered 64,000 miles open to all weather, the only repair necessary having been a new spring clip fitted to the rear chain. The same firm showed a motor cycle chain that had been successfully tested to transmit 60 h.p., having been deliberately run during one hour of the test without any lubrication.

PRICES.

In general, prices have been brought down to most attractive figures. For instance, the Douglas, which has been extremely successful in the Tourist Trophy Race and other competitions this year, is now obtainable at less than the pre-war price. The strenuous competition in the industry has brought prices as a whole down to a point at which further reductions would appear impossible on a commercial basis. The movement will probably lead to the extinction of a certain number of the lesser firms, but to greatly increased business in the Overseas markets for those that remain.

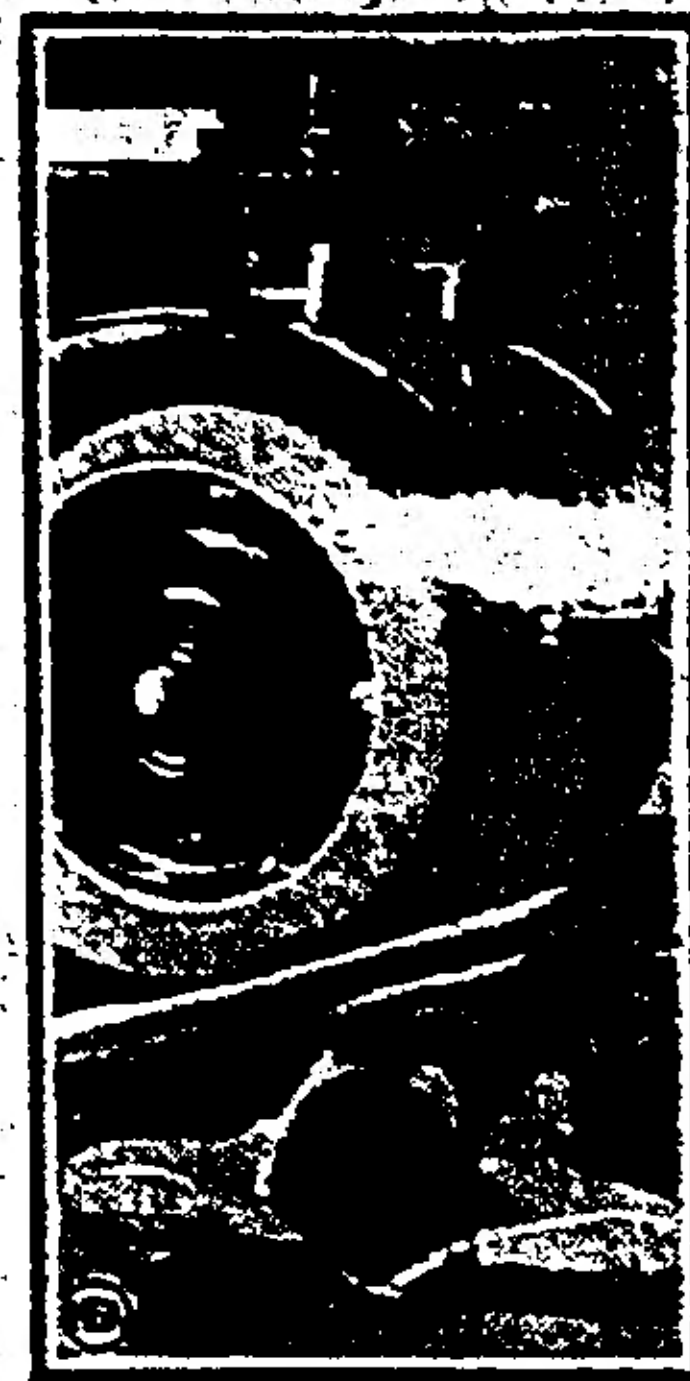
FRAMES AND ACCESSORIES.

A good deal of attention has recently been given to the improved comfort of the motor cyclist. In this connection a noteworthy exhibit was that of Messrs. Packman & Poppe. This firm fits very effective leg and side shields and the P. & P. machines also incorporate other excellent features such as a readily detachable rear wheel and duplex cradle frame, which is extremely strong and contributes to the excellent road holding and steering qualities of this make.

Another interesting example of frames construction is to be found in the Grigg. This has a duplex rider frame, so designed as to give great strength coupled with a low riding position.

Examination of the accessory exhibits show that the motor cyclist is well provided in this respect. For example, on the stand of Messrs. S. Smith & Sons, it was to be seen Smith's speedometer, now sold at an extremely

TRY THIS!



This man's chest development is so marked that he allows a big car to be driven over planks resting on his body.

NEW INVENTION.

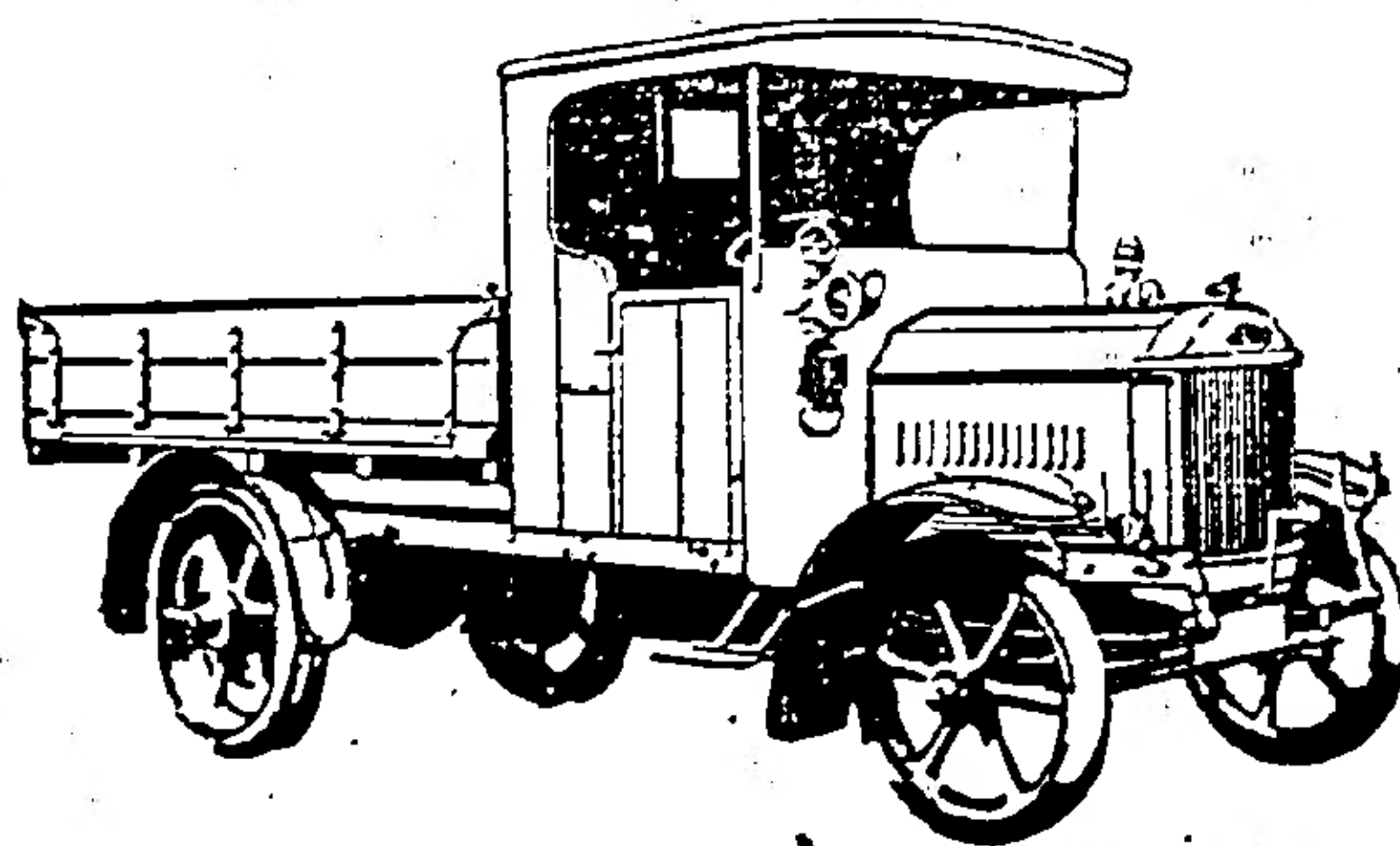
To Eliminate Clutch and Gears.

Mr. George Constantinesco, the engineer who during the War invented the device by which a machine gun could be fired through the propeller of an aeroplane, has, he claims, perfected a device for the transmission of power which will eliminate clutch and gears from a motor-car, and which will enable an internal-combustion engine to be applied to railway locomotives. "The invention," he states, "will be built in with the engine as one unit. A shaft will come out of the engine, and this shaft will revolve in the case of road vehicles at the same speed as the back axle. This will do away with clutch and gears." It is understood that the invention depends on the old principle that "liquids transmit pressure equally and undiminished in all directions." It may be conjectured that if this invention is really practicable a first-class car might be produced for something under £100. It is easy to imagine the changes that this would cause in the life of the nation.

low price, and a new revolution in indicator matching the speedometer in size and appearance. The same firm has just brought out a handle bar anemometer which records not only weather changes, but the height above sea level.

Finally, mention may be made of the extended use of the grease gun system of lubrication and of the great improvements made in cycle electric lighting outfits.

Dennis MOTORS



As used by The Hongkong Government.

2-2½ ton truck chassis—£740.—0—0
c. i. f. Hongkong.

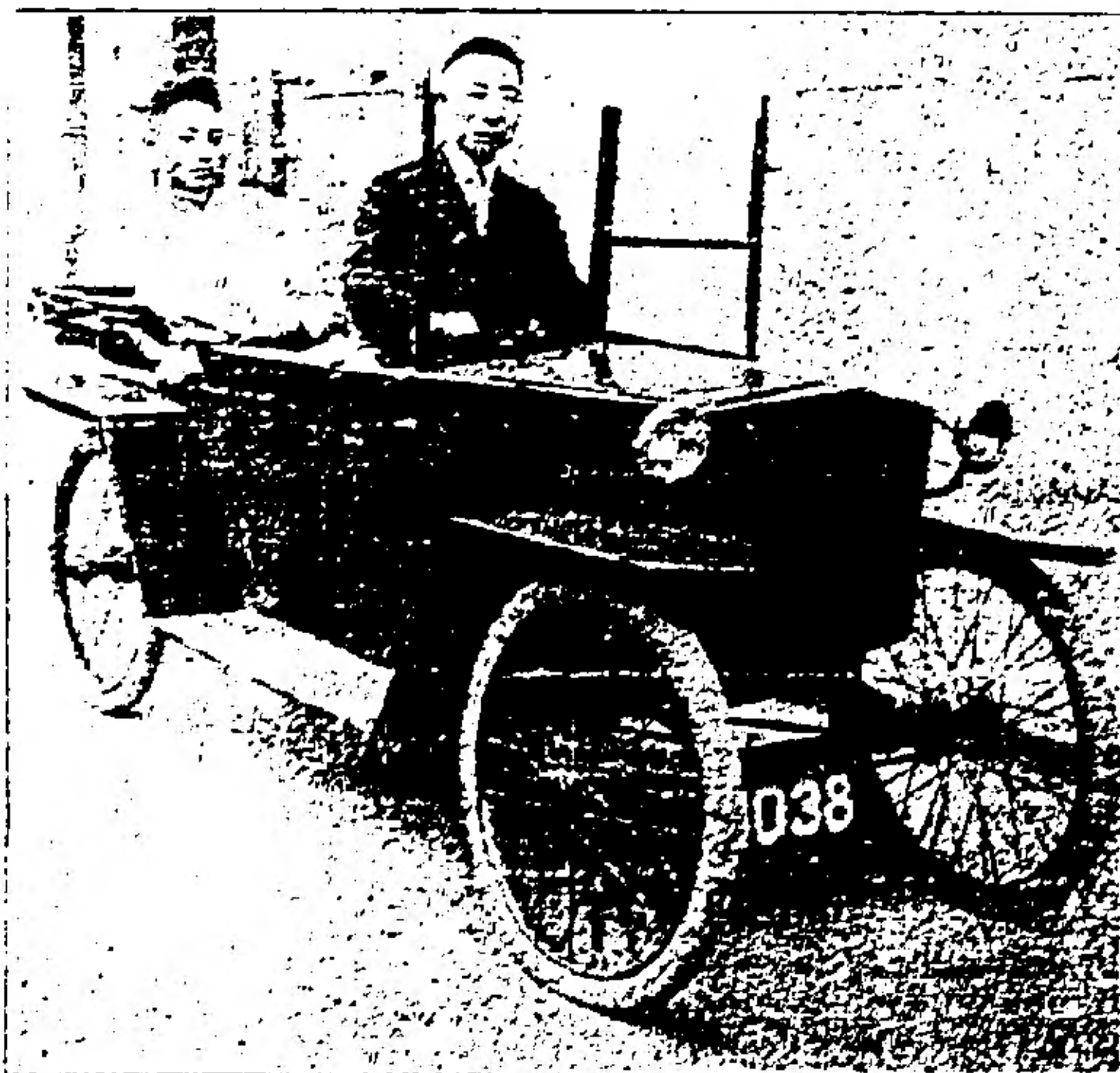
THE TRUCK WHICH HAS PROVED ITS WORTH IN HONGKONG

SOLE AGENTS

Alex. Ross & Company
(China) Limited.

BANK OF CHINA BUILDING, DUDDELL STREET.
TELEPHONE C. 2487.

THIS IS THE "HUKUOKUON."



Above is the "Hukuokuon," an electric car now being produced in Shanghai by a Chinese firm. It is a small, two-seated electric vehicle with a 36-volt, 30-ampere motor and a speed of from nine to eighteen miles an hour. Cars of this design are being constructed in Shanghai, and a half-dozen are already in operation. The transmission is by means of a silent roller chain to the rear right wheel with a gear shift allowing two speeds forward and one reverse. The brake operates direct to both rear wheels by foot pressure.

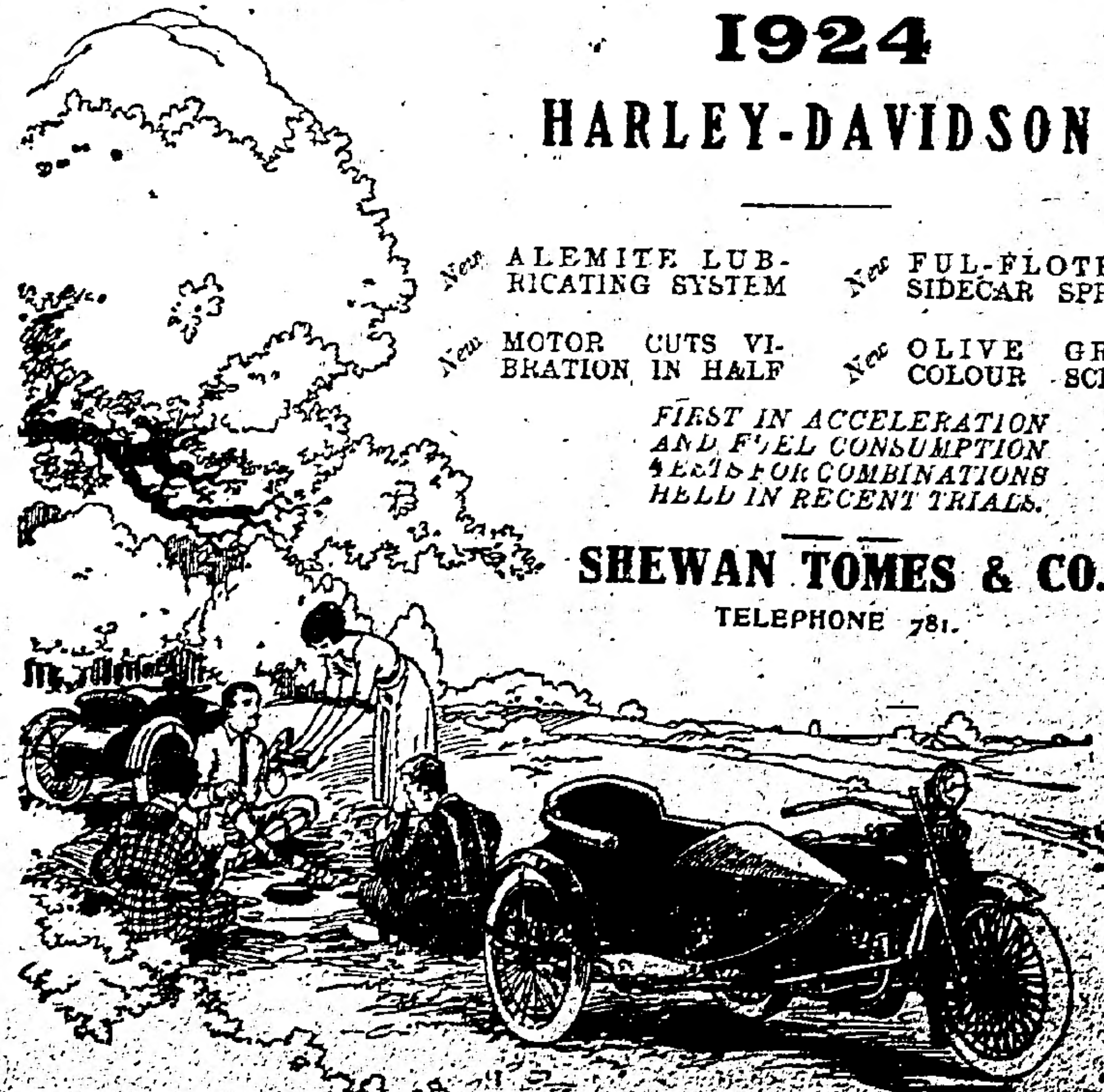
1924 HARLEY-DAVIDSON

ALEMITT LUBRICATING SYSTEM
MOTOR CUTS VIBRATION IN HALF
FUL-FLOTEING SIDECAR SPRINGS
OLIVE GREEN COLOUR SCHEME

FIRST IN ACCELERATION
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4.5 LITERS FOR COMBINATIONS
HELD IN RECENT TRIALS.

SHEWAN TOMES & CO.

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"You've Put That Engine In Fine Condition—Thanks!"

WE'RE proud to give efficient service to the car owner because of his cordial appreciation of good work expeditiously done.

The modern machinery and equipment we have at our new concrete Main Garage and Service Station (Wong Nei Chung Road, Happy Valley) enables us to take care of a car whether it needs complete overhauling, or rebuilding, or merely some light adjustment of brakes or carburetor.

Our methods of doing business and the very reasonable charge we make for high class work has won us high reputation among motorists.

The Dragon Motor Car Co., Ltd.
Expert European Supervision.
Telephone Central 3950. A. J. Allison, Service Manager.

LYMPNE GLIDER CONTEST

87½ MILES

flown on 1 gallon
of Shell!

Flight-Lieut. W. H. Longton, in his great achievement on a Wren Monoplane, in the "Daily Mail" £1,000 Prize Glider Contest at Lympne, used

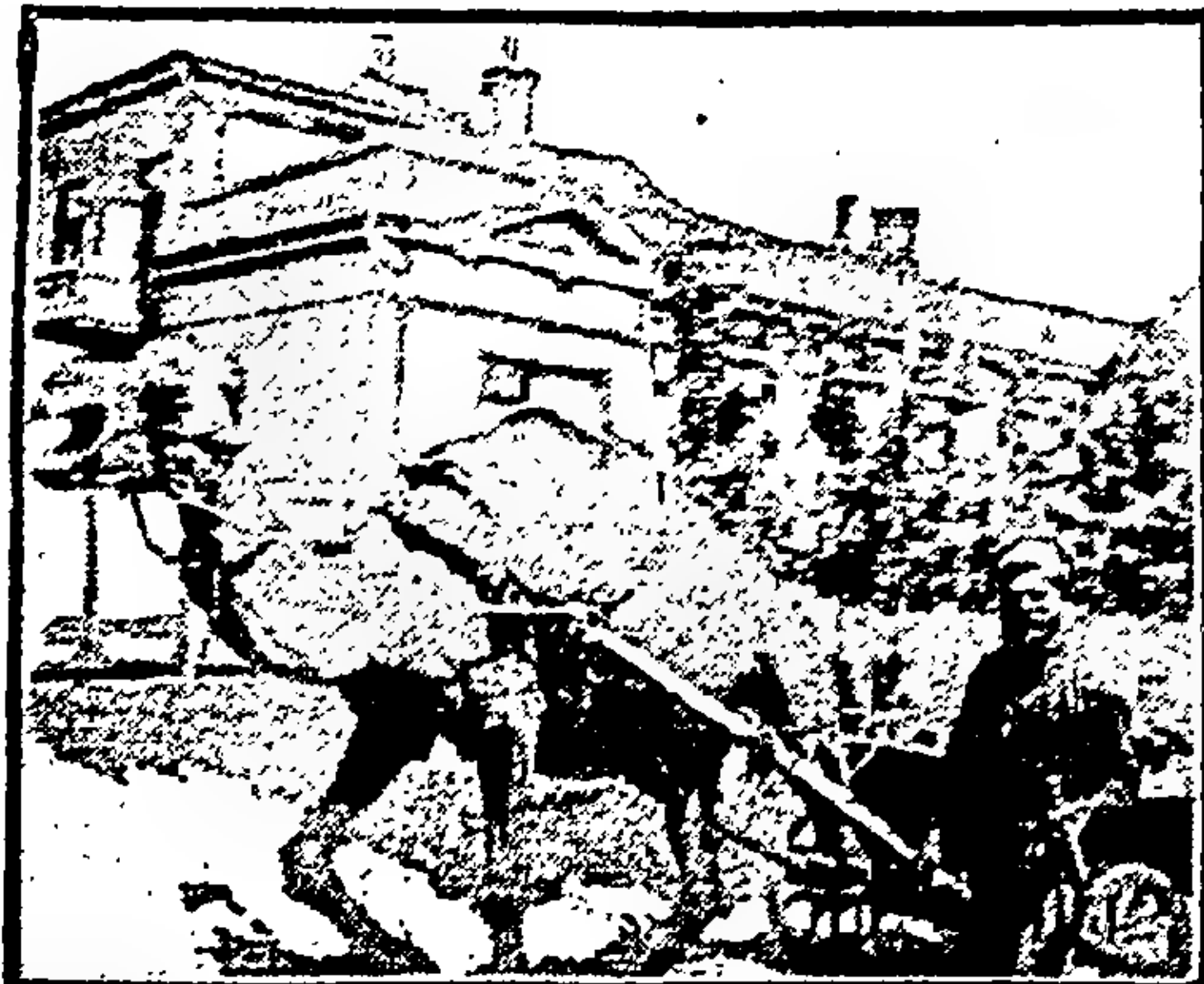
SHELL

SPIRIT

PERFORMANCE IS PROOF!

THE ASIATIC PETROLEUM CO., LTD.

THEY NEED MOTORS HERE.



They appear to need motor transport in Samara Province, Russia, judging by this snapshot of a camel-drawn wagon.

BRITISH MOTOR NOTES.

Specially Written by the R.A.C. Correspondent.

The Royal Automobile Club 9 h.p. air-cooled light car has recently issued certificates in also successfully completed a respect of a number of interesting similar trial with no mechanical trials lately completed. Two of these refer to further trials of the A.C. cars, which have already successfully passed through a number of observed tests this year. In one instance the object was to demonstrate the effect on the temperature of the radiator water by running a car without a fan at forty miles an hour on the Brooklands track. The car was driven both with and without a fan for forty-two miles. No alteration other than the removal of the fan was made between the tests. With the fan in use and with an initial temperature of 53 degrees Centigrade the temperature of the cooling water after five minutes was 80°, after ten minutes 85°, and subsequently rising slowly to reach 90° at the end of the hour. The fuel consumption was 35.95 miles per gallon. Without the fan and starting at 51 degrees, the temperature at the end of five minutes reached 84°, at the end of ten minutes 90°, in half an hour it had risen slowly to 92° at which it remained constant until the end of the hour. The fuel consumption was 38.36 miles per gallon.

HILL-CLIMBING TESTS.
The second A.C. test was on the second of the six and four-cylindered types respectively, both of which made observed climbs up the mountain of Snowdon using the tram road. In the centre of the track on this road is a rack 7½ inches above the top of sleepers and at places there are rail points which have to be surmounted. Both cars completed the climb successfully, though delays were occasioned by the difficulties of the track such as a brake drum fouling the rack and the necessity for forcing small streams. A Stonelight

DEWAR CHALLENGE TROPHY.

The Dewar Challenge Trophy, awarded annually by the Club for the most meritorious performance of the year in an officially certified trial, has this year gone to the Rapson Tyre and Jack Company. The Rapson tyres were fitted to a 40-50 h.p. car having a laden weight of 2½ tons. The trial was upon the Club's standard route and the average speed was twenty miles an hour. One of the tyres covered the full distance of 40,000 miles, two others exceeded 39,000 miles, and the fourth nearly reached 32,500 miles.

DODGE BROS' PLANT: THE MOTOR CAR.

EXTENSIVE NEW BUILDINGS.

An immense new assembly building, duplicating the present structure in size is announced by Dodge Brothers as the principal unit of the 1933 expansion programme.

The building is six stories high, 1,000 feet long and 75 feet wide, with more than one-half million square feet of floor space. Construction work which started some months ago is now nearly completed. The new assembly building, paralleling the old structure, is just across the street which formerly marked the boundary line of the great Dodge Brothers factories.

Factory executives would not comment on the number of additional cars contemplated in this extensive addition, but it is believed that the immediate aim is a capacity of 1,000 cars a day. In the face of the greatly over-sold condition which prevailed throughout the entire year just past, it is not unreasonable to assume that this number mentioned could be absorbed easily by Dodge Brothers dealers.

Other units of the expansion programme are the new cyanide building, a million dollar addition to the power house, and a mammoth new closed body building. The latter is completed, several floors having been occupied for some time. It is estimated that the total investment represented by these additions, in buildings alone, will reach \$5,000,000.

The erection of the body building in the short space of four months established a record. Considering the fact that it is an eight story building, 400x200 feet in dimension, with a total floor space of 500,000 square feet, the time is exceptionally short. It is a striking tribute to the efficiency and financial independence of Dodge Brothers, as all the work was done under the supervision of the factory's own construction department.

Some idea of the magnitude of the fact that 30,000 barrels of cement and 16,000 cubic yards of concrete were used in the building, as well as 4,000 tons of reinforcing steel; 1,464 tons of light; 500,000 feet of maple flooring, and 600,000 bricks. There are seven travelling cranes, ranging from five tons to twenty tons in capacity, and four 10-ton high

How It Supports Other Industries.

Those who have never given the matter thought will be surprised to learn what an important customer the automobile industry is of other leading industries. It has been estimated that 66 per cent. of the product of the rubber factories of the United States is made up of automobile tyres and casing. The total amount of crude rubber consumed last year being 325,000,000 pounds as compared with 375,000,000 pounds the year before. In addition to rubber, the tyre industry used 75,000 bales of domestic long staple cotton and about 160,000 bales of imported Egyptian cotton. The total consumption of all fabrics used in the production of tires last year being estimated at 178,049,245 pounds. Automobile manufacturers used approximately 2,375,000 tons of steel, or about 6 per cent. of the total output of the country, while in the production of accessories, tools and other automotive products, more than a million tons of steel were required, making the total for the industry as a whole 8,980 per cent.

Aluminum is another metal which has particular use in the manufacture of automobile and statistics indicate an increased use in the 1932-1933 motor car. In 1931 the automotive consumption of the country's aluminium production amounted to 22 per cent. of the whole. In 1932 it had increased to 25 per cent.—ap-

(Continued on next column.)

speed elevators, capable of travelling 400 feet a minute loaded. The building is heated by the indirect system, fans forcing the washed air down various ducts after it is heated by steam pipes on the roof. Fire protection is insured by 10,000 sprinkler heads. All stairways are safety treaded.

While this unit is an enormous building in itself, it is in reality only half a building. The other half was completed two years ago. Taken as a whole, the building is one of the largest single factory units in the world with a floor area of a million square feet. It will be devoted entirely to the production of all steel bodies—a type of construction originated by and for Dodge Brothers.

THE

DUNLOP CORD MOTOR CYCLE TYRE



A welcome addition to the range of Dunlop Tyres.

The Motor Cycle tyre specially designed for heavy wear.

Supplies of 28 x 3 Cord Motor Cycle Covers can be obtained from—

J. Gibbs & Co., Alexandra Buildings C.704 C.4532
(Sundays and Holidays)

AND FROM THE

DUNLOP

Rubber Company, (China) Limited.

Founders throughout the World of the Pneumatic Tyre Industry.
1A Chater Road. HONGKONG Phone C. 4554.

proximately 73,000,000 pounds being used in motor vehicle manufacture as compared with 43,000,000 pounds the year previous.

The outlet for copper in the automobile industry last year amounted to a little over a million pounds—about 10 per cent. of the total output. Lead, nickel and tin are used in smaller proportions.

The plate glass and leather industries owe a great deal to the automotive industry. Last year the leather producers of the country turned out 83,415,000 square feet of upholstery leather. Of this total the automobile industry consumed 45,260,000 square feet, which amounts to a little over 45 per cent. of the whole. In addition to this vast quantity of real leather the automobile industry consumed 120,000,000 square feet of imitation leather.

Production of plate glass last year totalled 75,000,000 square feet. More than one-third of this—39 per cent. to be exact—was used in the manufacture of wind shields and glass windows for motor cars and trucks.

The increased popularity and demand for the closed car and the record production for the year 1932 caused the consumption of upholstery cloth to reach the amazing total of 10,425,435 square yards, almost double the production of the year previous. Top and side curtain materials were used in a quantity exceeding 22,000,000 yards. Hair and padding were consumed to the extent of approximately 35,000,000 pounds.

Paint and varnish constitutes another important item. More than 7,500,000 gallons of paint and varnish were used in painting last year's motor production. Lumber consumption in motor car manufacture has reached a tremendous figure. Last year it amounted to 363,075,642 board feet as compared with 313,820,000 board feet the year previous.

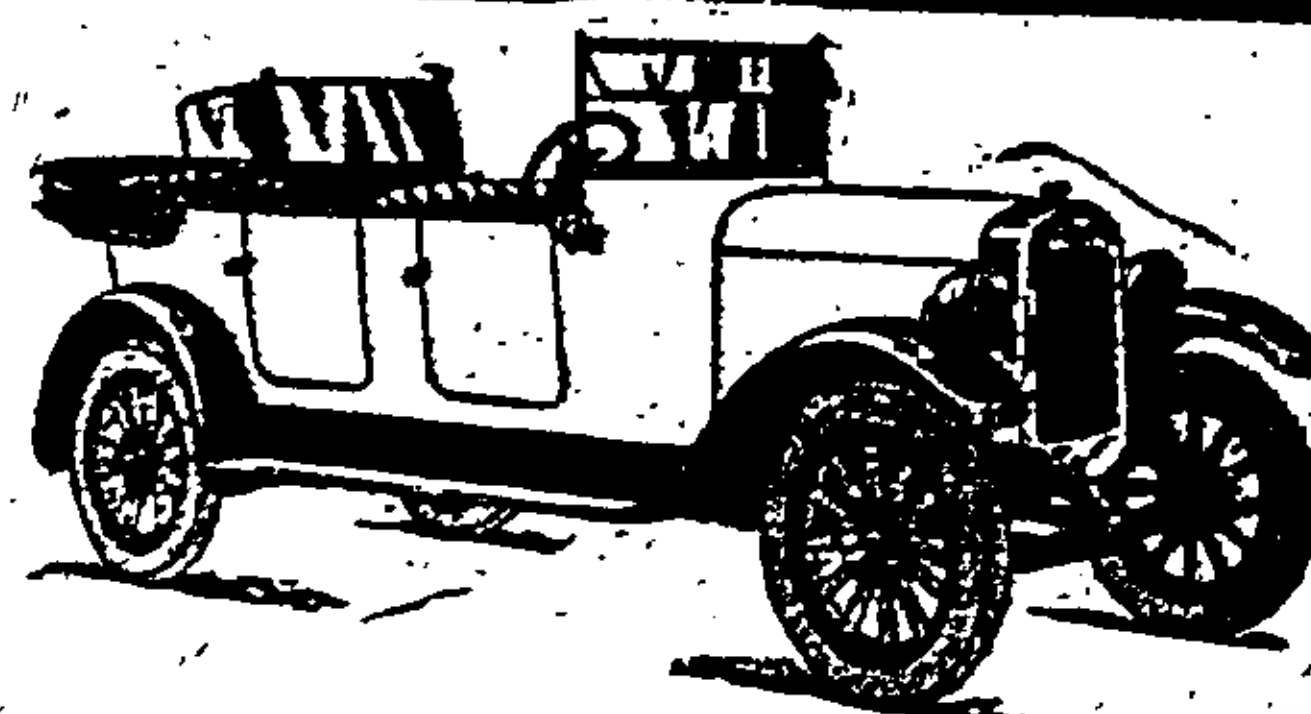
The consumption of gasoline in the United States amounted to 51,282,594,177 gallons last year and to this it is estimated that automobiles consumed 80 per cent. while they also provided a market for a large part of the lubricating oil which is likewise derived from petroleum. No doubt a similar percentage of the gasoline exports was destined for automobile consumption. It is further estimated that the automobile industry as a whole consumed 2,659,000 tons of coal last year. As the number of motor vehicles produced was 2,659,064, the coal consumption averaged one ton for each car.

MR. CAR OWNER!

Why not send us those LAMPS, FITTINGS, etc. from your car and let us make them like new?

THE ELECTRICAL DEPARTMENT OF THE HONGKONG HOTEL. EXPERTS IN PLATING.

THE HONGKONG AND SHANGHAI HOTELS, LTD.



BRITISH CARS

By special arrangement with the Austin Motor Car Company, Ltd., we are now able to supply AUSTIN twelve and twenty h.p. cars in Hongkong, all charges paid, at the English factory list prices. Immediate delivery can be given on 20 h.p. Touring Models.

Austin

Prompt shipment on all other models.

Catalogues may be obtained from the

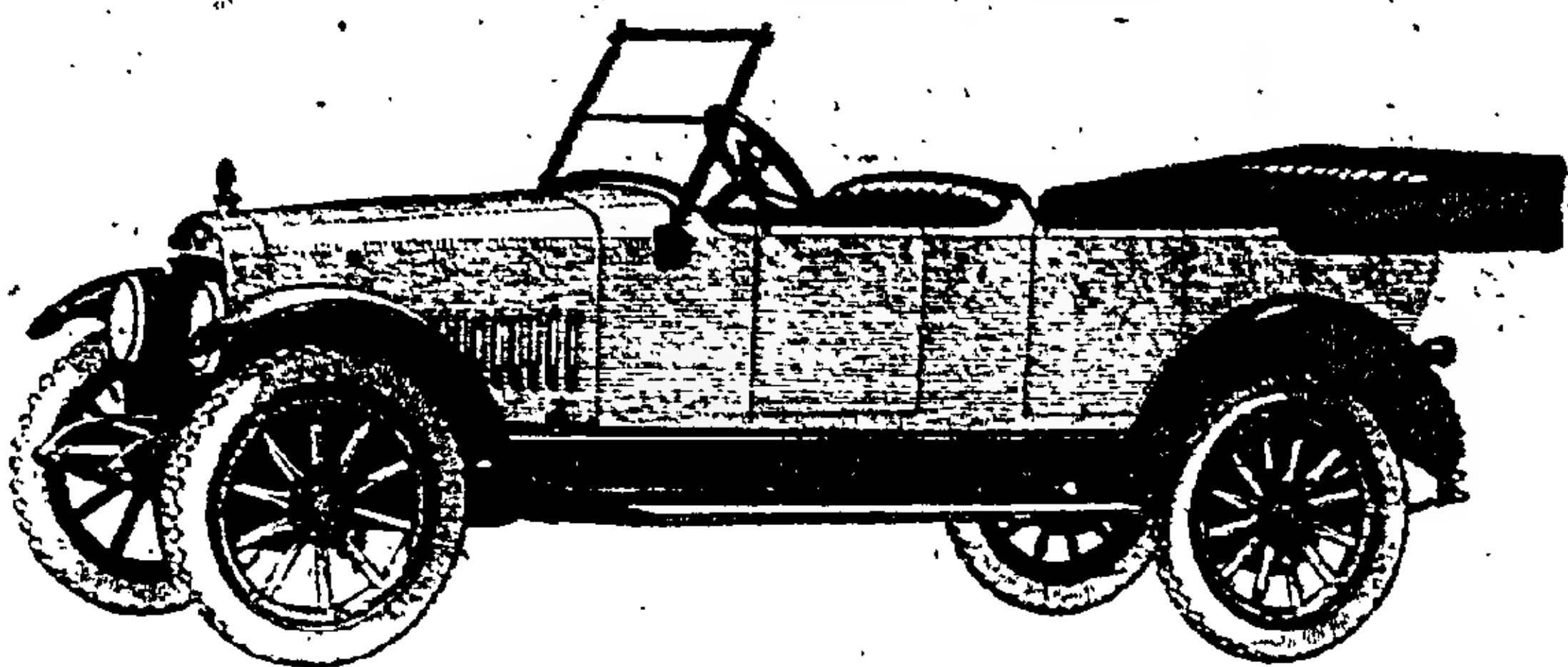
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You find comparison for Hudson quality only in the small group of fine cars that stand at the very front of mechanical excellence. But do you compare its price at \$4,000 with theirs?

The reliability of the Super-Six chassis is famous. Controls are simple. It requires little care to keep in top condition.

With endurance and performance proofs that have never been equalled, it gives a price saving of hundreds of dollars over cars of comparable quality.



ESSEX-BUILT BY HUDSON:

5-passenger Touring \$3,900



HUDSON SUPER-SIX PRICES:

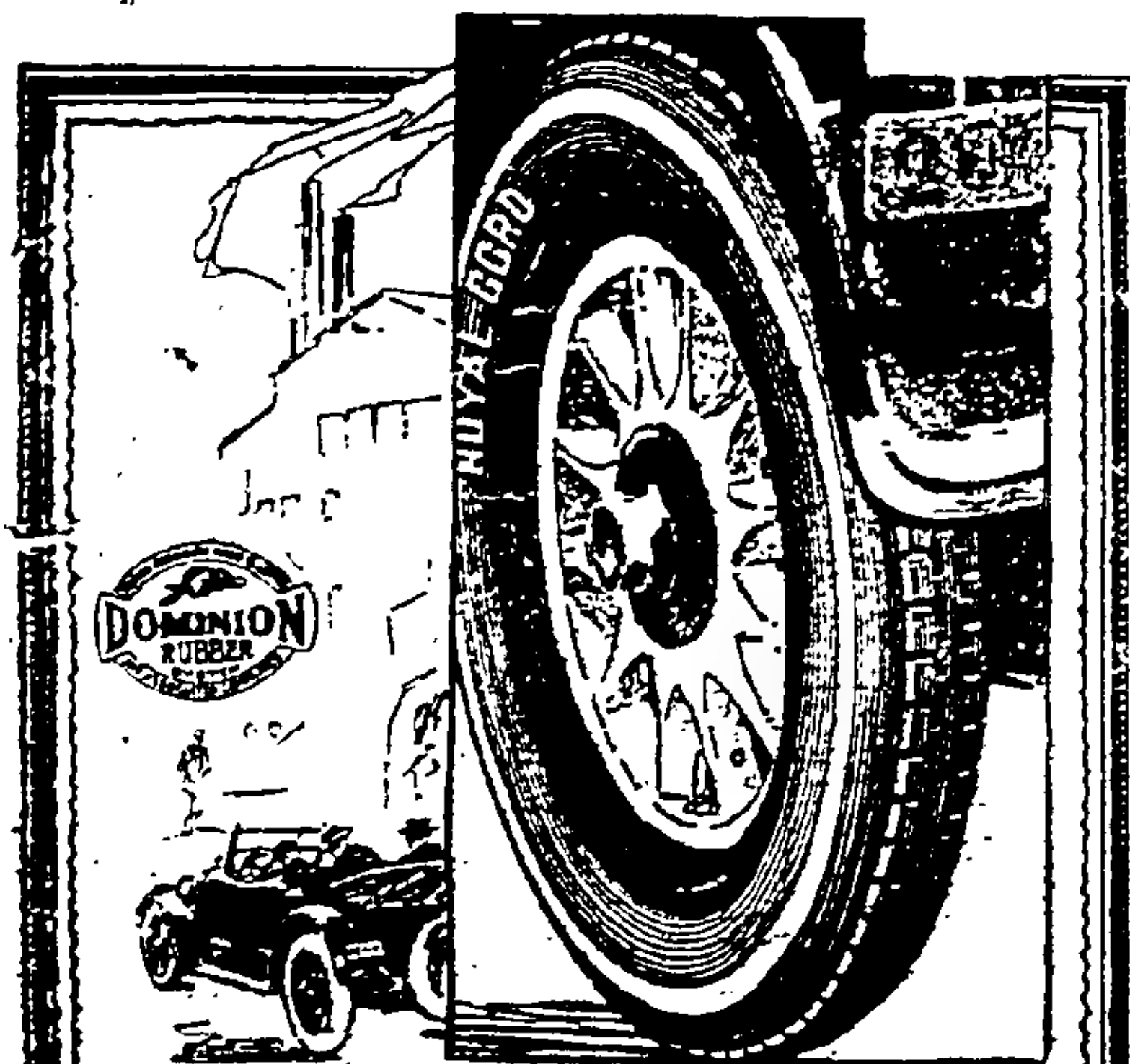
4-passenger Touring \$3,900

7-passenger Touring \$4,000

(Above prices include five cord tires on five wire wheels.)

The DRAGON MOTOR CAR Co., Ltd.

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RADIO FANS Tuition in Radiography. Complete installations. Apparatus for sale at really bargain prices. Crystal, Valve and Knock-down sets. Spare parts.

For particulars please apply to P. O. Box 635.

THE LIMIT OF CAR SPEED.

Problems that Face the Racing Designer.

Is there a limit to the speed at which a car can be made to travel? And, if so, have we nearly reached it?

In the car that is built for speed there is a maximum beyond which it cannot go. Why? Is the engine power inefficient, or is there some other means beyond the mere increasing of power by which the speed range may be extended?

The limiting factor is not so much lack of power, or too high a weight-to-power ratio, as lack of adhesion of the tyres to the road or track, says a Home writer. He proceeds:

A SERIOUS FACTOR.

We have reached the point at which this factor is becoming really serious. Wind resistance can be met to a certain extent by scientific "stream-lining," and all the necessities for propulsion at speeds, to mention which would be inviting accusation of exaggeration, are available. But what is the use of making the driving wheels buzz round faster and ever faster if they refuse to bite the road?

The problem appears to be that the weight of the car must be kept as low as possible in order that a large surplus of engine power shall be available to give high speed, and yet sufficient weight must be left to keep the wheels in driving contact with the road.

A SUGGESTION.

The thought occurs to one that as an inclined plane driven rapidly into the wind secures the life of an aeroplane, a modification and reversal of the idea might serve to press down the wheels of a racing car. The scientifically inclined reader will probably object that the effect would be the same as that of increasing the weight of the car in offering resistance to propulsion. Perhaps he is right. Anyway, you can see that having achieved speeds in excess of two and a half miles a minute, the racing car designer has something of a problem before him.

MY JOB.

No bard, of these or olden days
Has ever sung a word of praise
Of my profession:
So please excuse—if I should seem
A trifle bold upon this theme—
This one digression.

My job is selling motor cars
To common folks and movie stars—
Just transportation.
Tho' that be much it is not all,
For I sell Summer, Spring, and Fall
And Inspiration.

I sell the highway, winding far,
To wind-swept beach and sandy bar
Where wild waves wander
And beat, with never ceasing moan,
On rocky cliffs and walls of stone
In tones of thunder.

I sell the woodland, in the spring,
Where flowers bloom and wild birds sing,
And love supernal
Comes flooding back to every breast
Just like the birds return to nest
With hope eternal.

I sell the rock-ribbed mountains high,
Where snow-capped peaks, against the sky,
In bold relief stand out:
Where Nature's fiercest battles crash,
Where thunders roll and lightnings flash,
And crags are all about.

I sell the limpid babbling brook,
With mossy dell and shadowed nook,
Where Cupid hides at eve:
Where bashful youths become more bold
And whispered tales of love are told,
And maidens, coy, believe.

I sell the forest's beauty, rare,
When Autumn's breath is in the air,
And leaves are red and gold:
When all the landscape is aglow
With colour which no brush may show
Or artist's canvas hold.

I sell, with unalloyed delight,
The sunset, with its shafts so bright
Of purple, red, and blue:
As vagrant clouds reflect the glow
On mountain tops and tint the snow
A brilliant crimson hue.

With every single sale I've tried
To sell a thousand joys beside.
So, when my work is o'er
And I have crossed the River Styx—
I'll find a superb single six
Right there upon the shore.

And good St. Peter, with a smile,
Will say, "We've waited quite a while
For you to claim that car.
You've earned, without a single doubt,
A perfect right to 'let 'er out.'
So crank it up and 'start'.

And then I'll "slip it into high"
And motor off across the sky,
On roads sublimely fair;
And search the realm, celestial,
For grander scenes which I can sell
To other folks up there.

—Ray Cramer in the "Motor World"

DOUBLE LOCK FOR DODGE CARS.

It is expected that thefts of Dodge motor cars will be greatly reduced by one of the improvements which Dodge Brothers have incorporated in their newly designed cars. It is a Yale lock built into the transmission, making it possible to double lock the car when idle. The lock is fixed in the floor, within easy reach of the driver.

materially to increase the speed of his vehicles.

So far as power is concerned, the problem is akin to that of the steamship: doubling the power gives a disproportionately small increase in speed, and the greater the initial speed that it is desired to increase, the more emphatic is the "dis" of the proportion.

WHAT'S THE GOOD?

And, after all, you will say, what is the good of it all? Racing cars are already capable of speeds far in excess of anything that can be usefully applied by ordinary people for ordinary purposes. I will not resurrect the "improving the breed" argument although it is sound enough, but will reply by asking you what is the good of swimming the Channel?

There is not the slightest practical value in the performance, and yet I'll bet that more than half of you got quite excited when, having read the motor article, you discovered that the feat had been accomplished once, again. No takers? No, I knew I was on something better than a "cert." in the St. Leger.

To accomplish a speed of, say, three miles a minute would be at least as interesting an achievement as the swimming of the Channel, with the added advantage that many of the lessons learnt in designing the car capable of that speed, could be applied to ordinary cars for ordinary people.

STARTING MOTOR NOISE.

Noise in the starting motor is a sure sign of trouble. It may be induced by broken or badly worn teeth, a bent armature shaft, a loose armature bearing, or badly meshed teeth. It should be attended to at once.

YOU give your car every care it should have, perhaps—save one. You may always thoughtlessly say, "Give me a quart of oil."

Queer unexpected knocks come. Repair bills seem high and frequent. Operating troubles multiply. The repair man simply can't keep the engine sweet. You expected to keep the car five seasons. But the engine already shows signs of age.

All around you are men who don't turn cars in every season or two—who aren't constantly face-to-face with unexpected repair bills—who climb long hills easily and quietly even when the car is old.

They are the men who fondle their car a bit, keep them up well. And they are particularly careful about lubrication.

Have you ever noticed how many of them are enthusiasts on Gargoyle Mobiloil?

NOW FOR ECONOMY.

People are learning that they have a right to expect more from their lubrication. More automobile owners will learn the lesson this year than ever before. More will wake up to the fact that incorrect lubrication doubles engine repair bills. Instead of saying "Give me a quart of oil" they will ask for the correct grade of Gargoyle Mobiloil.

USE ONLY



Mobiloil

Make the chart your guide

NOTICE TO ADVERTISERS.

Firms desiring to avail themselves of the publicity facilities presented through this supplement, are requested to send copy not later than the Wednesday preceding publication.

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"SAFETY" FIRST.

For safety, Reliability, Strength, Cleanliness and Economy the "NERACAR" stands unrivalled.

The "NERACAR" was not built for excessive speed. On plain level roads, it will give a speed of 35 miles, whilst on hills—such as the Chim Wan Hill—it will give a speed of 25 miles per hour, as proved in the recent trials. Considering that most people rarely go motoring at more than 30 miles on level roads or 20 miles up hills, the "NERACAR" has a reserve speed which is quite ample.

The "NERACAR" was specially designed and built to meet the needs of people who, in their daily avocations and pleasures, find that what is really required is a reliable, fair priced, light two-wheeled motor car that will carry them about safely, economically, at a fair speed and without the risk of having their clothing soiled by dirt, grease and oil. The "NERACAR" answers all these requirements and its gasoline consumption is one gallon to 100 miles!

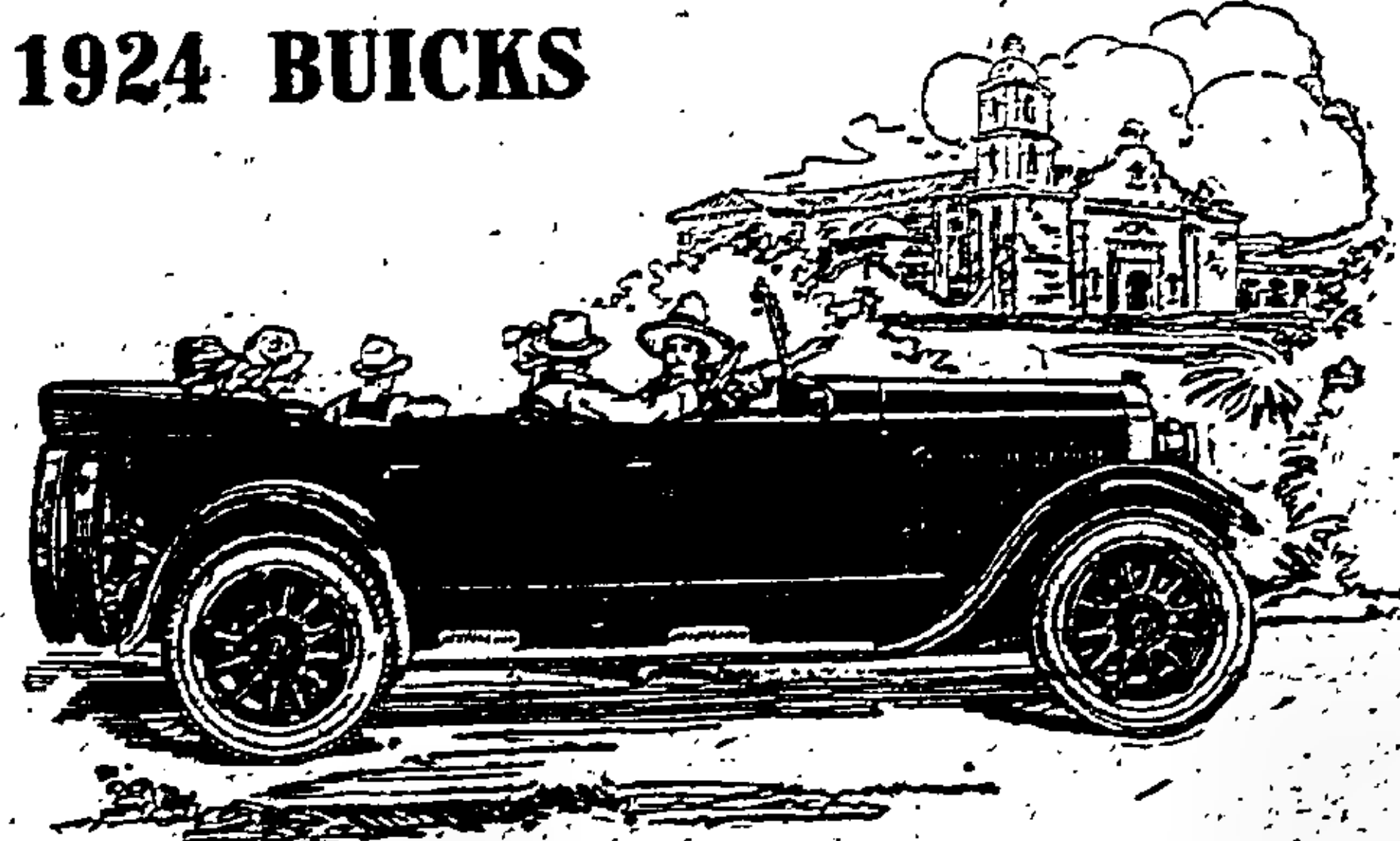
Write or call for demonstrations

De Sousa & Company, Limited.

Sole Agents for South China.

2nd Floor, St. George's Building, Telephone C. No. 1284.

1924 BUICKS



THE SHIPMENT OF BUICKS

Recently advertised in these columns, duly arrived on
November 20th and—

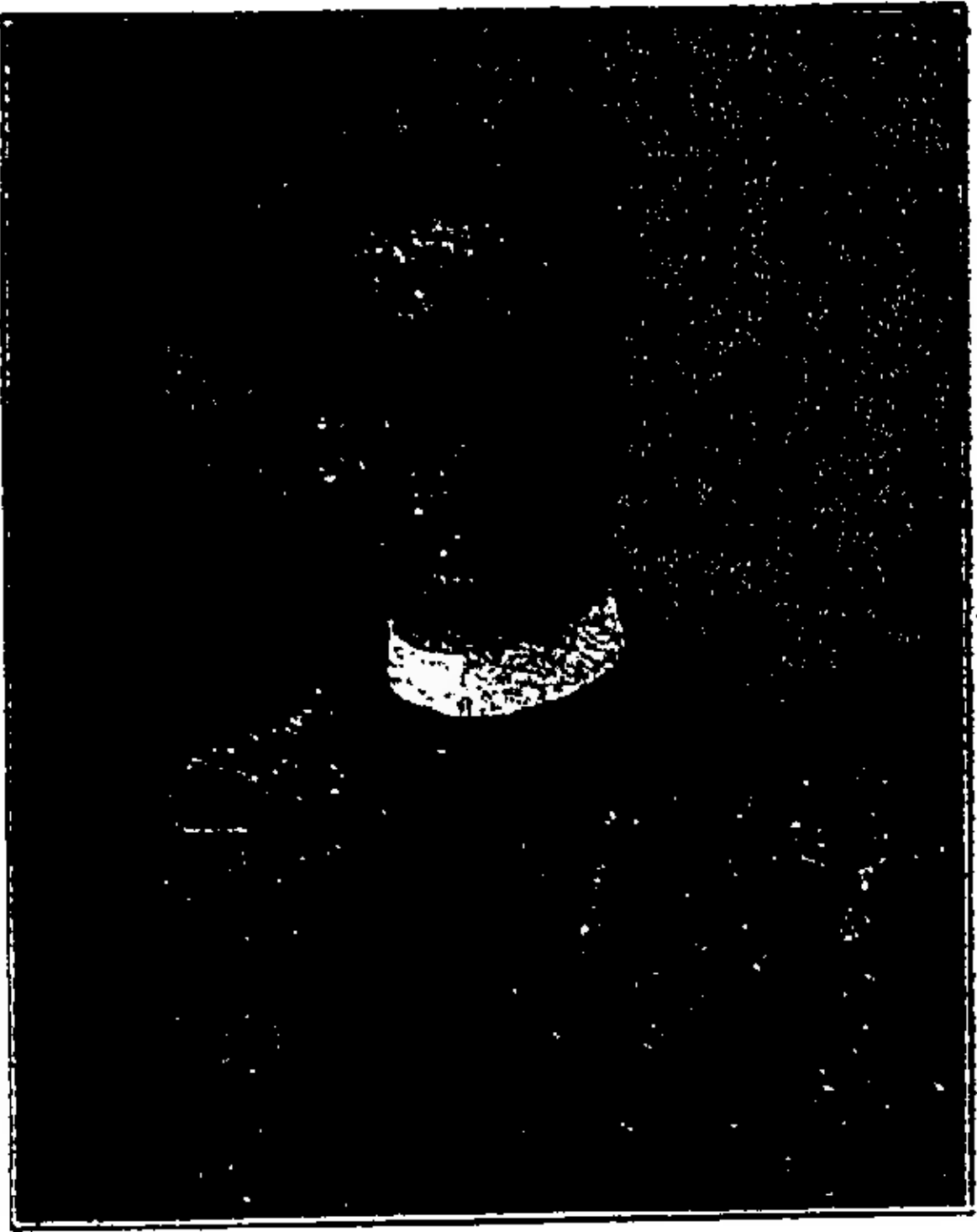
HAS ALREADY BEEN SOLD

We are now booking orders for the next shipment due to arrive on the S.S. "PRESIDENT JACKSON" TO-DAY.

BY BOOKING NOW YOU WILL AVOID DISAPPOINTMENT

The Hongkong & Kowloon Taxi Cab Co. Ltd.

KOWLOON'S NEW CLERGYMAN.



The Rev. G. E. Arrowsmith, the new assistant clergyman of St. Andrew's Church, Kowloon.

OUR WATER SUPPLY.

(Continued from Page 1)

The main conduit conveying the water from these six reservoirs will start from No. 2 Dam and will run as an open conduit for 2,800 feet at an approximate height of 450 feet above sea-level. It will be constructed along the western side of the Shing Mun Valley. The water will then enter a tunnel 2,400 feet in length, which will pierce Smuggler's Ridge and emerge in the valley above Gin Drinkers' Bay discharging into an open conduit 2,000 feet in length. Piercing Golden Hill will be another tunnel, 4,350 feet in length, and discharging into an open conduit. In the lower Shek Lai-pai Valley will be the site of the filter beds and service reservoir. In the main valley above the open conduit, and between the two tunnels, will be constructed a small reservoir capable of discharging into either of the existing Kowloon reservoirs or the Shing Mun conduit. As the water from the Shing Mun valley will be of a high standard of initial purity it is probable that pressure filters will be installed in place of the usual slow sand filter, thereby effecting economy in building and operating expenses. From the filter beds, the water will be conveyed to Hongkong, as outlined above, but it remains to be added that when this new supply is made available considerable attention will probably be required in the distribution scheme of the city, a matter which is now engaging the consideration of the water authorities.

THE PUMPING SYSTEM

The foregoing outlines briefly the gravitation portion of the scheme which will give an average supply of approximately 11 million gallons per day throughout the driest known period. When this rate of consumption is reached, the pumping section of the scheme—the low-lying reservoirs—will require to be put in hand. These comprise:

Dam No. 7. This dam, 250 feet above sea-level, will have a length of 502 feet, a depth of 100 feet and a capacity of 400 million gallons. It will be served by a catchment area of 502 acres and will take 35 inches of effective rainfall to fill it, but, if found necessary, this catchment area can be nearly doubled by means of a small catchwater. The dam will be situated in the Shing Mun Valley on the Shatin side of Smuggler's Ridge, and below Dam No. 2.

Dam No. 6—This will be situated on the up-stream side of Tai Wai village and will be 100 feet above sea-level. It will be the biggest reservoir in the whole scheme, its length being 1,740 feet, its depth 85 feet and its capacity, 1,700 million gallons (larger than Tylam Tuk). The direct catchment area available is 1,203 acres, but by catchwaters a further 816 acres can be added, making 2,019 acres in all. It will take approximately 37 effective inches of rainfall to fill the reservoir but overflow from the gravitation reservoirs will, of course, be intercepted by Dams No. 5 and 6.

The pumping station for these two dams will be situated below No. 6 Dam and pumping mains will run along the south side of the Valley to the guage basin at the mouth of the tunnel, first mentioned above. The distance

of the pipe line would be two and one-third miles.

There are possible sites also for a reservoir in the valley above Gin Drinkers' Bay, if found necessary, and should the site prove favourable, a storage of between 2,000 and 3,000 million gallons should be possible. The water from such a reservoir would be pumped to the conduit above and between the tunnels.

The building of the access road entails making a road 16 feet wide from the Castle Peak Road to Pineapple Pass, and then down the Shing Mun Valley to join up with the Tai-po Road above Shatin, with a branch running nearly from Pineapple Pass to No. 1 Dam. Such a road would be six miles in length. At the moment, however, only the first two miles are being constructed.

THE FIRST WORKS.

The carrying out of the scheme will be undertaken in sections and the first section, involving the construction of the small intake dam on the Shing Mun river, the making of conduits, and tunnels and the laying of pipes, etc. will produce nearly three million gallons a day. The second section, involving the construction of Nos. 1, 1A, 2 and 2A reservoirs and the laying of a second trunk main to Kowloon, would produce seven million gallons per day. The whole scheme, apart from the doubtful portion in Gin Drinkers' Bay, is estimated to produce 17 million gallons per day, but should the Gin Drinkers' Bay portion be later carried out the total new yield would be approximately 22 million gallons per day.

THE COST.

It is possible, at this stage, to give any reasonable idea of the cost of this scheme. The existing water supplies of the Colony have cost, approximately, \$1,000,000 per million gallons a day available, and, seeing that costs of materials and labour have advanced since the existing works were undertaken, it is reasonable to assume that the cost of the new work would not be less. Should Hongkong need the full 17,000,000 extra gallons a day that the scheme would provide (apart from the doubtful Gin Drinkers' Bay portion), it would cost at least \$17,000,000. That is only a rough guide, but beyond that it is impossible to go at present.

WORK DONE TO DATE.

Although the scheme is still largely in the embryo stage, a great deal of survey work has been completed and not only have the sites of several of the various reservoirs been surveyed but the lines of the conduits, tunnels, etc., have been mapped out. A start has been made on the construction of the access road and borings and prickings have been taken in the harbour. The scheme is the biggest of its kind ever undertaken in Hongkong and, when completed, should solve the problem of the Colony's water supply for very many years to come.

IT PAYS

to take care of one's appearance and health. Pinkettes help you to do both by ensuring daily regularity, by keeping the liver active, the skin clear, the eyes bright, and by banishing sick headaches, coated tongue, ill-smelling breath. Your chemist sells Pinkettes, or 60 cents the vital post free from Dr. Williams' Medicine Co., 60 Kiang-



Danger lurks

Wherever there's a crowd there's danger. Pop an occasional Evans' Anti-septic Throat Pastille in the mouth, and however many germs the stale atmosphere contains you are safe. Evans' Pastilles kill all microbes of bronchial diseases. They never touch your lungs if you

EVANS' Pastilles

100% all chemists.

Sole Importers: Evans, Sons, Lister & Webb, Ltd., Liverpool, England.

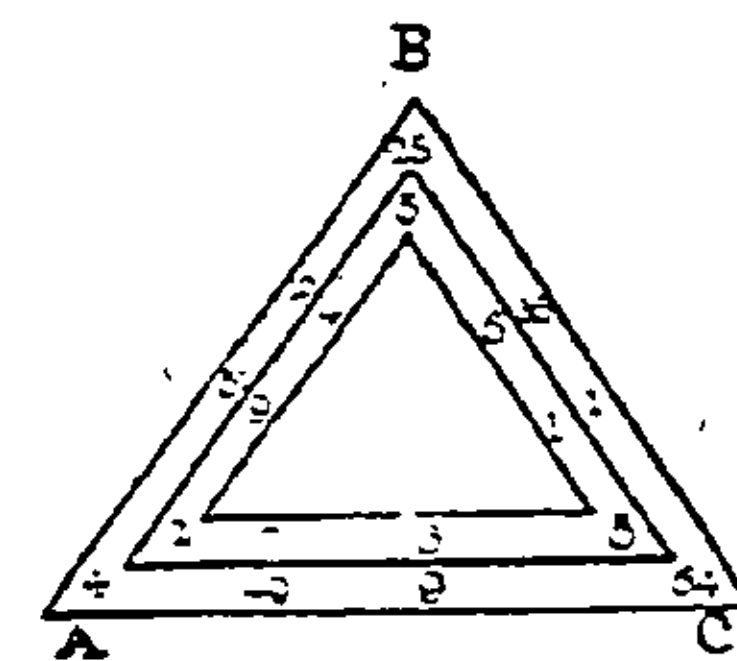
Made to the formula of a specialist of the Liverpool Throat Hospital. Look for the raised bar on every Evans' Pastille.



A PUZZLE A DAY.

There is a girl's name which may be read backward the same as forward. Add another letter to the beginning of the name, and the same letter to the end of the name, and you will have another girl's name which may also be read backward and forward. What are the names?

Yesterday's answer:



The drawing shows the completed triangle of numbers.

DAIRY FARM NEWS

FISH.

Fresh Stocks of Specially selected

Kippers.

Finnan Haddocks.

ex s.s. Carmarthenshire.

ALSO.

Canadian Salmon

AND

Chicken Halibut

The Dairy Farm Ice & Cold Storage Co., Ltd.

A large variety of TOM SMITH'S CRACKERS

— and Santa Claus Stockings

at

Cafe Wiseman

LANE, CRAWFORD, LIMITED.



Seven was changed for 183 was changed for 9. In the outer triangle, corresponding changes were made—49 for 1; 9 for 81. Now the alloy A-B, B-C, A-C in the inner triangle each adds up to 20; in the outer triangle, each totals 126.

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is Superior. we can convince by demonstration.

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FULL DRESS SUITS From \$105

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Suitings & Overcoatings,

— JUST ARRIVED, SUITABLE FOR —

Autumn & Winter Wear

SUITS From \$60.00

Perfection in Style & Fit Guaranteed.

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BRANDIES.

Legrand et Fils; Courvoisier & Co. Rouyer, Guillet & Co.

John Exshaw No. 1 & Very Fine Old Liqueur.

F. O. V. Liqueur.

B. B. Pale Old Liqueur.

CALDBECK, MACGREGOR & CO., LTD.

15, Queen's Road Central. (Telephone Central No. 75)

Now, is the winter of the Pipe Smoker's content. As the Government will not reduce the Duty on Tobacco, we have reduced our prices for the following Brands:

Skippers	...	\$1.20
Pinnacle Navy Cut	...	\$1.20
B.D.V. Mixture	...	\$1.30
Cordangan	...	\$1.50
Boardmans, Chairman, Recorder, John Cotton, Barneys, Parson's Pleasure, Punch Bowl, Army Mixture all to	...	\$1.50
Ardath	...	\$1.40
Vafiadis Egyptian Cigarettes reduced to non plus ultra	...	\$1.60
La France	...	\$1.40
Dames	...	\$1.40
Superfines	...	\$1.30

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We Extend you a Cordial Invitation to Visit the New Store of SHIU YUEN CHEUNG NOW OPEN

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We are the foremost dealers in

JADE STONE

handling it from the rock to the finished product.

We have the best selection of Silk Embroidery, Diamond, Pearl, Ivory, Silver and Gold Ware

One Price only

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NEW STOCKS

of Shirts
Pyjamas
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in weights suitable for all seasons.
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NEW GOWNS

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Next Cafe Wiseman. P.O. Box 530, Telephone 2313.

REPULSE BAY HOTEL

SPECIAL NOTICE

**FANCY DRESS
DINNER DANCE**

on

SATURDAY DECEMBER 8th

Tables for above may now be booked at
the Hongkong or Repulse Bay Hotels.

THE HONGKONG & SHANGHAI HOTELS LTD.,

**AFTERNOON AND EVENING
GOWNS.**

Call and inspect
the latest
Paris Creations.
And be convinced of
the moderate prices

— AT —

Les Elegances de Paris.

No. 8, Queen's Road Central, 1st. Floor
Telephone Central 386.

Just received a consignment of
"GERMOL" for the Hair

to be obtained at the

COLONIAL DISPENSARY

Tel. 1877. 14, Queen's Road, Central. Tel. 1877.

CAMERA NEWS.

The Scottish Company of the Hongkong Volunteer Defence Corps. Photo: Ming Yuen.



Scots Volunteers returning to headquarters
after Sunday's church parade.
Photo: Ming Yuen.



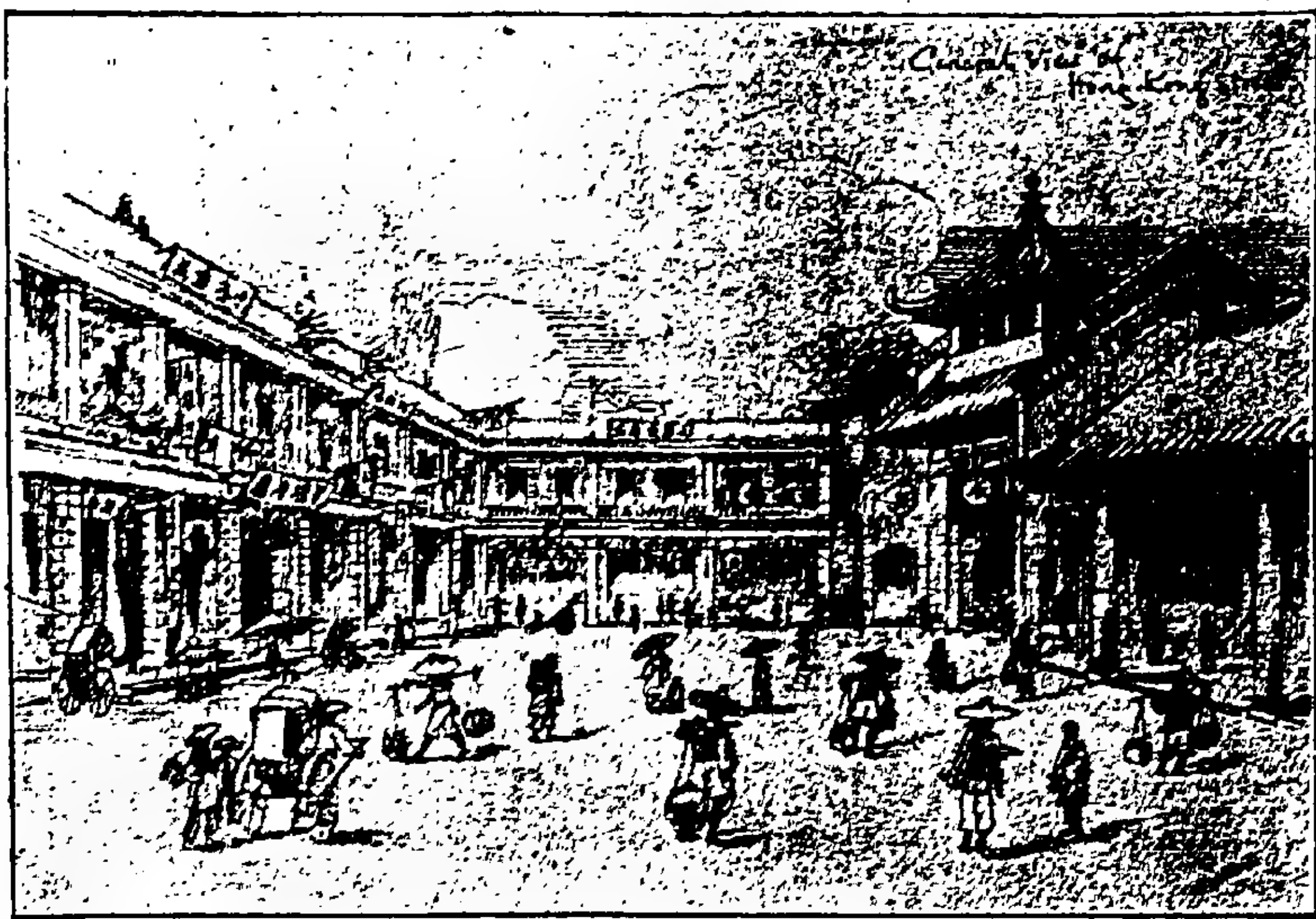
Capt. Cross and his bride. Photo: Ming Yuen.



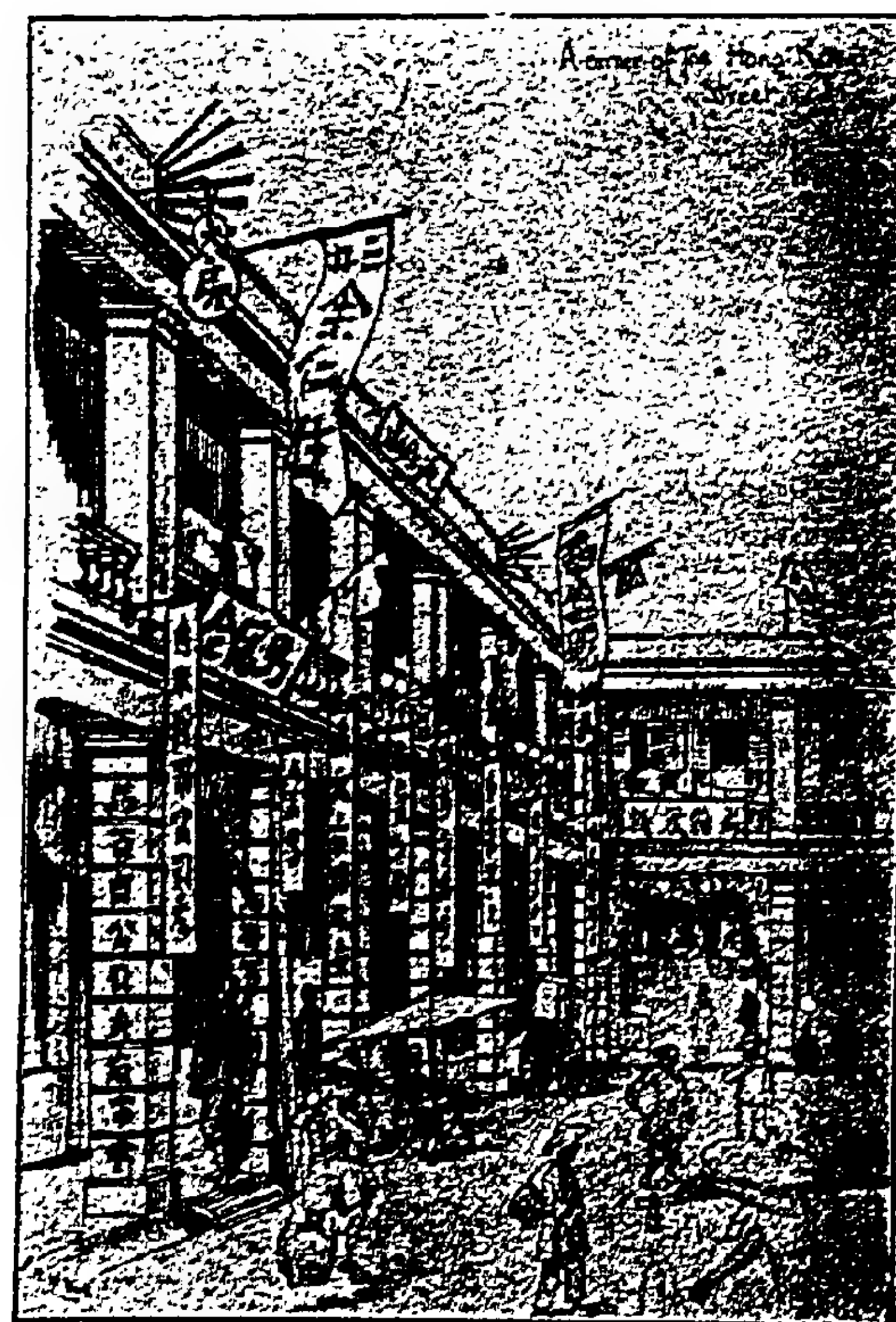
Group taken at Government House after the wedding of Capt. Cross and Miss Denison.
Photo: Ming Yuen.



H.E. the Governor and Mrs. Denison leaving the Cathedral after the Cross-Denison
wedding. Photo: Ming-Yuen.



This sketch gives an excellent idea of how the Hongkong street at the British Empire
Exhibition will look.



Close-up view of Hongkong's street at the British Empire
Exhibition.

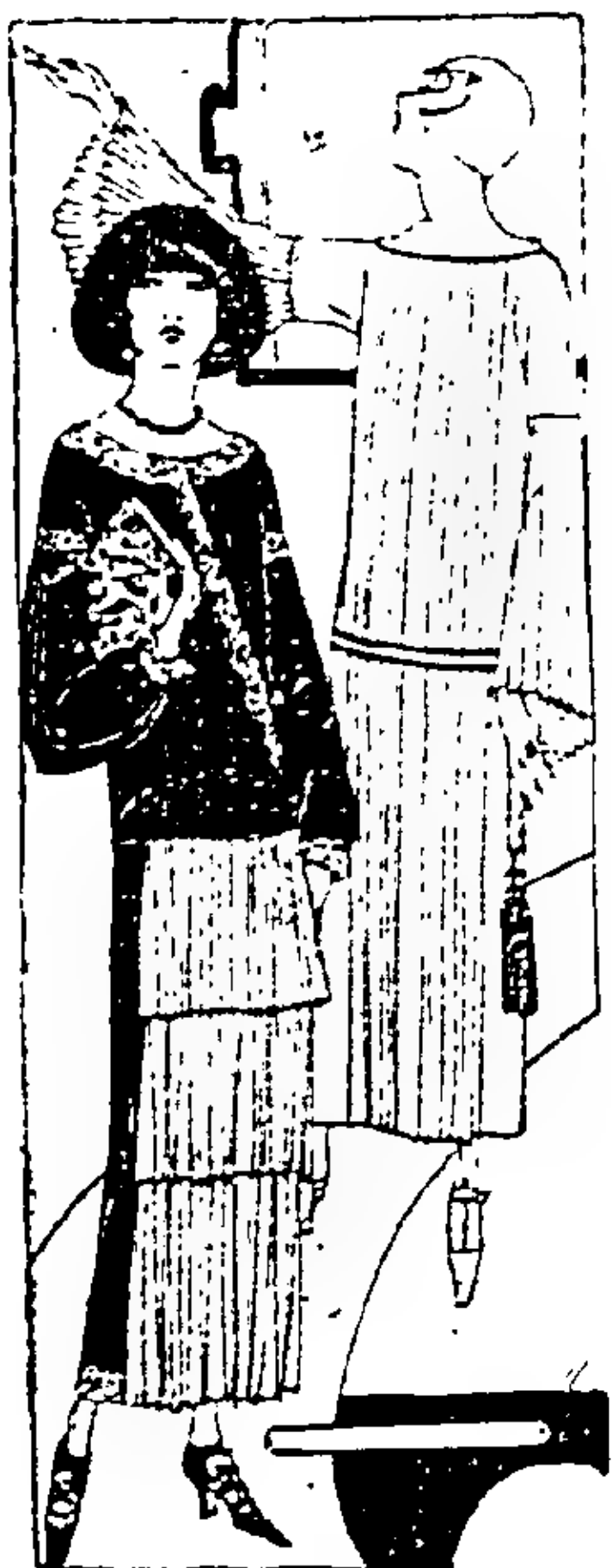
WOMEN'S INTERESTS



This is the latest and favourite portrait of Viscountess Curzon, American wife of Viscount Curzon, British statesman. They were married in 1916.

YOUR DANCE SLIPPERS.

The latest evening shoes that are intriguing Paris are those made of satin or crepe de Chine, hand embroidered in tiny glass or steel beads to match the many bead-embroidered dresses that still prevail for evening wear.



The very newest varieties of pleats are shown in these two frocks for autumn.

One has a new kind of apron tunic—three pleated flounces. The other has a full length pleated front panel and wide lace-pleated sleeves.

There are some charming white satin shoes worked with trails of tiny flowers, carried out in raspberry-coloured crystal beads, which look very smart when worn with a white or red evening gown.

White kid court shoes strapped or trimmed with appliques of gold or silver kid are a novelty de luxe that are enjoying a popular vogue, as are also shoes of gold or silver brocade, trimmed in the same manner.

Black satin shoes worked over with dazzling paste or diamante trimming, that often show single stones hammered into the satin are to be seen.

FASHION NOTES.

Hand-painted flowers are effective and novel trimmings for bouffant gowns of moire or satin.

Very thin white chiffon velvet is to be very popular this year for wedding gowns, and naturally this luxurious material needs little in the way of trimming.

Some of the most lovely lingerie recently displayed is of green georgette trimmed with black shadow lace and black ribbon.

Ostrich fringe is used most becomingly on bouffant frocks, particularly those in blue or pink.

In contrast with the large feather fans that have been so decorative with the plain type of evening gown, are small ones of lace or rangles, mounted on delicate sticks of carved ivory.

Fur hand-running from shoulder to hem are seen on many of this season's most attractive frocks.

Peacock shaped trains are noticed on some of the newest evening frocks and they spread out in a circular line instead of in the straight, narrow ribbon effect to which we have become accustomed.

Earrings of amber with long drops are naturally popular since beads of these stones have become so smart.

Dull blue velvet is made into the most effective frocks this season by combining it with gold and silver tissues.

ATTRACTIVE PUFFS.

The ubiquitous powder puff has learned to be discreet when not in use, and hides itself away in the most out-of-the-way places. It will be found in the top of an umbrella handle, when the knob has been made to fly open by the touch of a spring. It will be found in the handle of a fan fitted with a flat-looking plaque, intended, one would suppose, exclusively for the monogram. It will be found inside an innocent feather motif strapped on to the wrist, which opens out like a bag to disclose the puff inside.

QUAINT AMULETS.

Amulets, suspended from the neck on a slender ribbon or cord, find great favour with many women just now, and those who like to be distinctive are delighted with the novelties that the autumn season has brought with it.

A grotesque Chinaman in bright colours is approved by some wearers of luck-bringers, and another taste that may seem odd to the fastidious is for the spider and spider's web, in ivory or composition, which is also to be seen. The web is delicately wrought, and the spider, surveying his work from one corner of it, is less terrifying than his prototype in real life, in spite of his bright emerald eyes.

Monograms and Christian names are also worn in the same way, and so are painted plaques of pretty scenes or curious designs.



The beltless dress that is over so slightly added to one's figure is the very newest dress of all. Sketched is an attractive model with a clever way of joining blouse and skirt and fashionable square neckline that is most becoming.

THE LATEST FANCIES IN DANCE FROCKS.

The dance frocks of to-day can be placed in two categories, the stiff little bouffant frocks, made generally of tulle, and the soft, clinging sheath frock, made in some supple material. There is always a great demand for the former type, as it is easy to wear and most practical for actual dancing. The hips are slightly puffed by a padding of stiff muslin, and not wire as used to be the case when this old-new style was first reintroduced. The plain, flat bodice finishes in a point at the waist and is devoid of all trimming other than a single flower, or a knot of tulle on the shoulder or at the waist line.

Panels of tulle, or an apron front of tulle, are sometimes added to frocks of this kind, and the effect is good. One such model had an apron front in tulle, stitched all over with tiny bunches of feather strand, held together with a flat diamond band. The effect of this was delightfully fluffy and fairylike.

For the second variety of frock, velvet, moire or any of the silk crepes are used, and they are cut long and clinging, sometimes so much so that they are far from being practical for dance wear. The moire dance frock, in white, rose pink, or turquoise blue, draped and wrapped right over, is exceedingly popular.

Girls do not wear sleeves in their dance frocks, but they always, however, take care to cover up their shoulders. The majority of frocks designed exclusively for the ballroom rarely pass the ankle; in fact, many of them fail to reach even this important length-limit.

White is most popular as a colour, and after this, all pastel shades.

The girl who aims at being well groomed in every detail always carries a small fan or a vanity bag, that is chosen to tone with the colourings and details of the rest of her toilette.



The fashionable figure for the fashionable gown is slim and uncontracted. The "Princess" lines are on their way, but they are worn without stays and consequently have not the stiffness of the Princess silhouette of other days.

DAINTY NECKWEAR.

To be fashionable nowadays, neckwear must be fussy and fluffy, and its main purpose in life must be to soften the face of the wearer and relieve the severe line of the no-collar dress. Crepe georgette, printed nylon de soie, silver or gold lace, or the charming silk muslin known as "lingerie muslin" are the materials mostly chosen for this use. As well as collars, a combination of dainty vest and collar is also much worn.

The Pope's collar, as the deep bertha form of collar is called, is still being worn a good deal; pleated, frilled, or left plain, it makes a good finish to a plain dress, and does not need cuffs to match.

The "ham frill" collar, with cuffs made along the same lines, is being shown on a number of the autumn frocks. This kind of collar is made either of a plain or a printed nylon de soie or crepe georgette, it is finely pleated, and held in place down the middle by a cute little ribbon band.

The narrow and double types of Peter Pan collars are being worn perhaps more than any other kind. They are being made up in all sorts of silk and muslin materials.

The high collar with the two outstretched wing ends, commonly called the "aeroplane collar," is being sold in all the big shops as an extra collar for fixing on to a dress.

Jabots, made of very fine silk lace or crepe georgette, are being worn with smart tailored suits. The little "modesty" blouse front, made of linen finely embroidered and edged with real lace, or of crepe de Chine finished with fine silk embroidery, is another craze of the moment in the matter of neckwear.

DRESSING GOWNS.

Amongst the most attractive of the new dressing wraps are some loose wrapper-like robes made of that fine Shetland wool lace that, dyed in lovely shades of lemon, cyclamen, and mauve, look so exceedingly attractive bordered with soft white rabbit fur.

Lined with chiffon, and simply held at the waist by a big crystal plaque button, or one of the new fur girdles, these new dressing gowns de luxe—which are generally worn with highheeled mule slippers made of shaved white rabbit, with little white rabbit boudoir caps to match, are very cosy and delightful-looking, and promise to take the place of the once universally worn kimono dressing gowns.

THIS WEEK'S RECIPE.

Dropped Scones.

Required: 1/2 lb. of flour, 1 oz. of caster sugar, half teaspoonful each of carbonate of soda and cream of tartar, 1 egg, about 1 1/2 gills of milk or sour milk, pinch of salt. Sieve the flour, salt, carbonate of soda, and cream of tartar into a basin, add the sugar. Make a hollow in the centre, put in the well-beaten egg and the milk gradually, stirring in the flour. Beat well until the batter is light. Grease a hot griddle or frying pan and pour a tablespoonful of batter at a time on to it, leaving room for each to spread. When the tin is covered with bubbles, turn. When both sides are brown they should be cooled. Butter while hot and serve at once.



BY MARIAN HALE.

Do you wonder that the Parisienne clings to the little hat when you look at these models?

Each one sits firmly on each greatly coiffed head, and the most lively autumn wind cannot dislodge it and spoil the effect, or coax the little tendrils out to play.

The conventional black satin turban of this season is inevitably accompanied by a jewelled pin, and the new model turbans frequently have a touch of colour, and possibly a tassel that reaches below the shoulder.

The cloche allows any slight trimming or variation that does not interfere with the line, and the shorter the brim the better.

NOVELTIES.

Latest from the Parisian Shops.

Among the novelties of the season are earrings and necklets made of a rich-looking composition that imitates perfectly the Australian black opal. Earrings of mother-of-pearl and of lapis lazuli are also popular. These, too, are designed in long, "blobby" shapes.

Intricate designs, shoemakers are now turning out heels for dance shoes that are a dazzling blaze of paste diamonds, or brilliant spots of brightly-coloured enamelled wood.

Enamel, in fascinating shades of blue, pink, and green, is being made up into powder, snuff, stamp, and other kinds of small boxes. These boxes are not only handy, but they also serve as an ornament to add a note of colour in a room. Knobs for



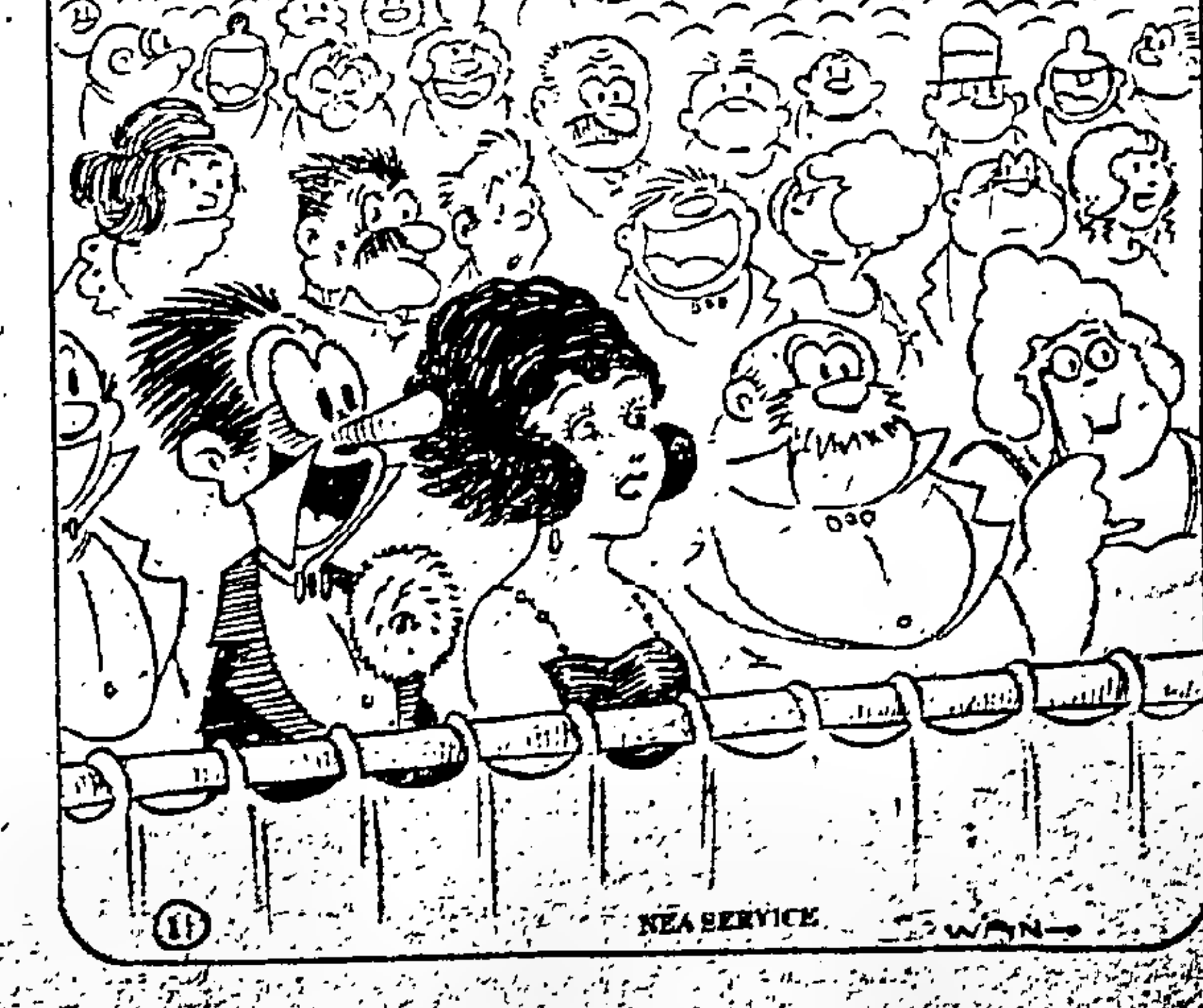
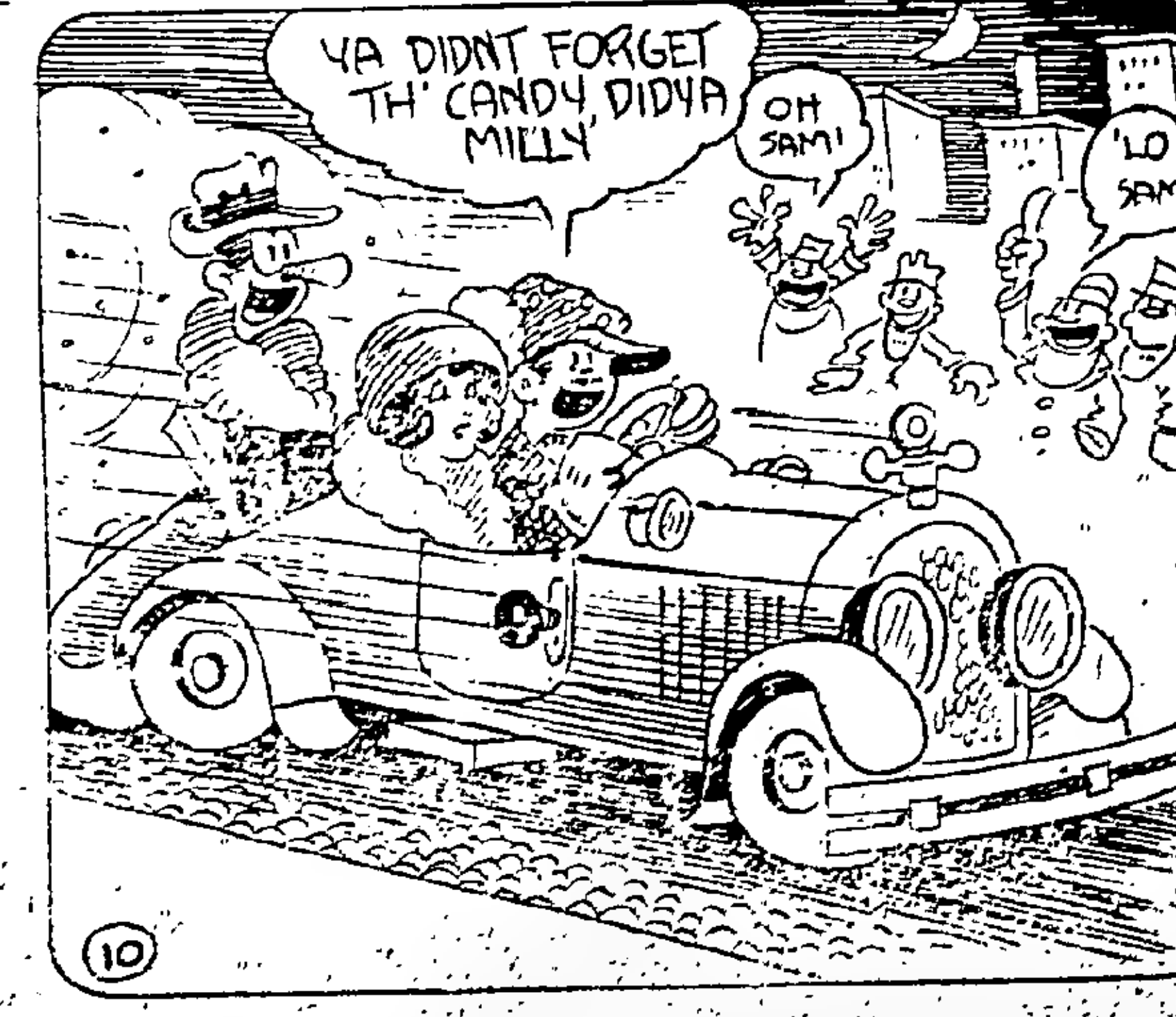
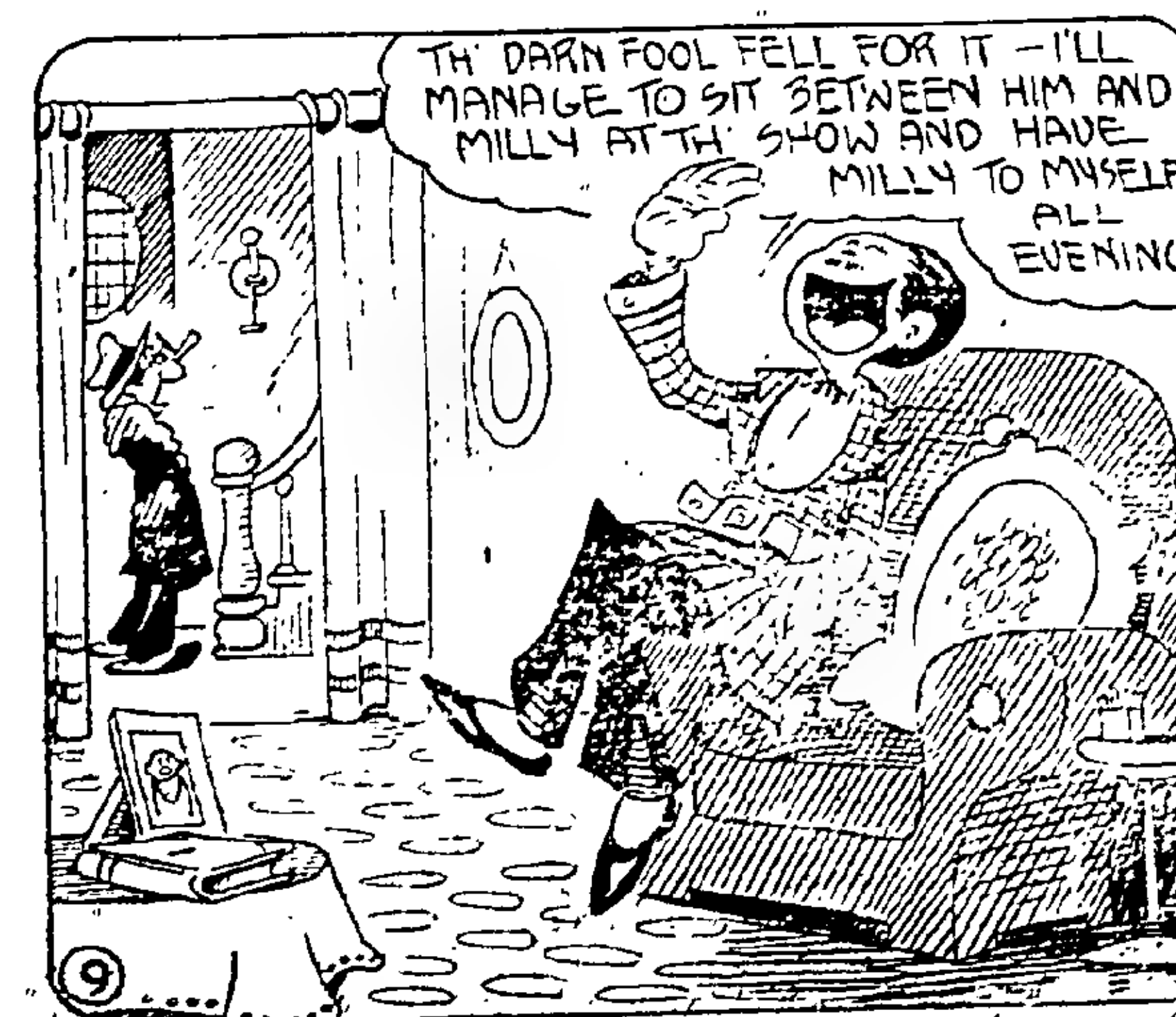
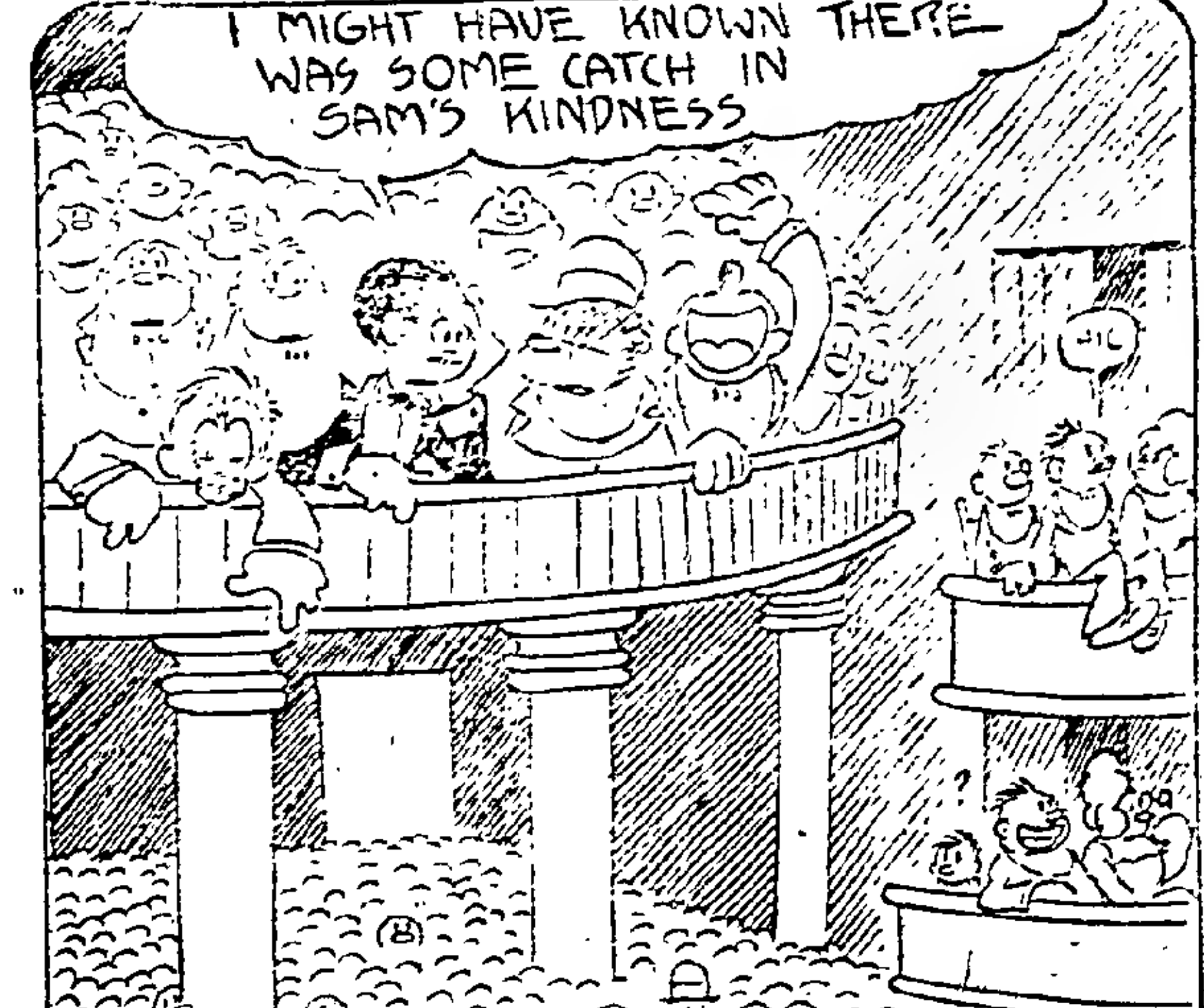
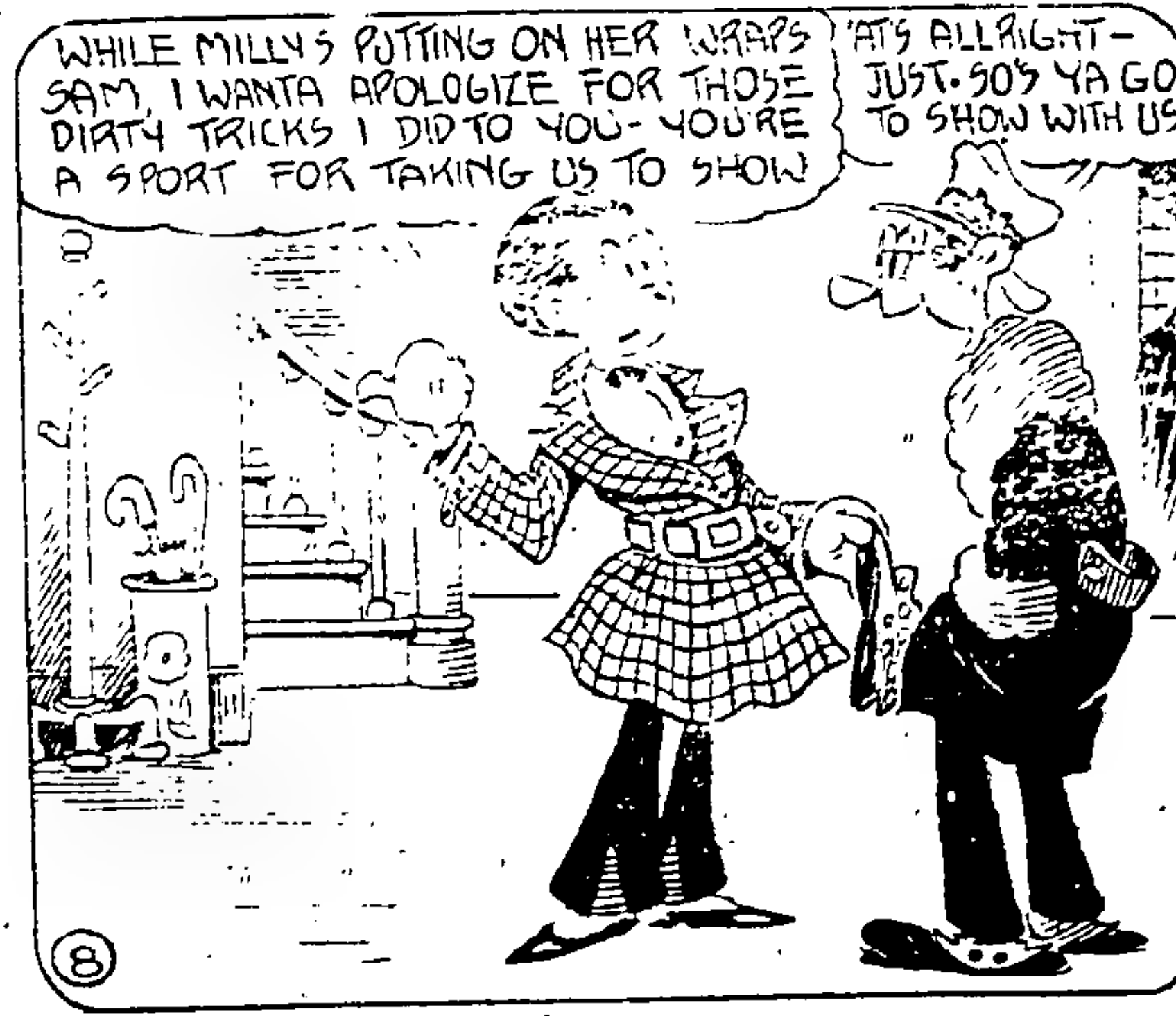
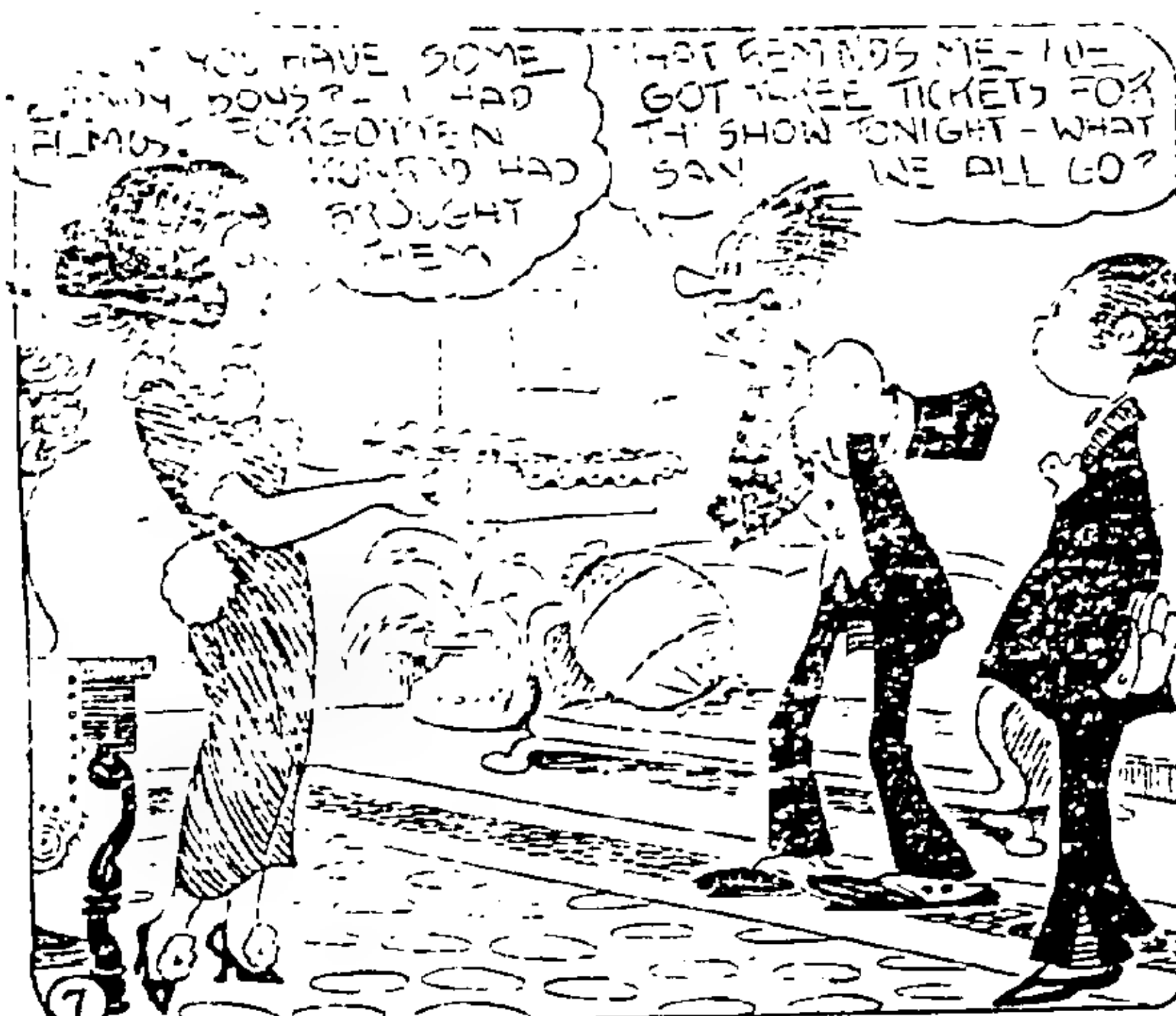
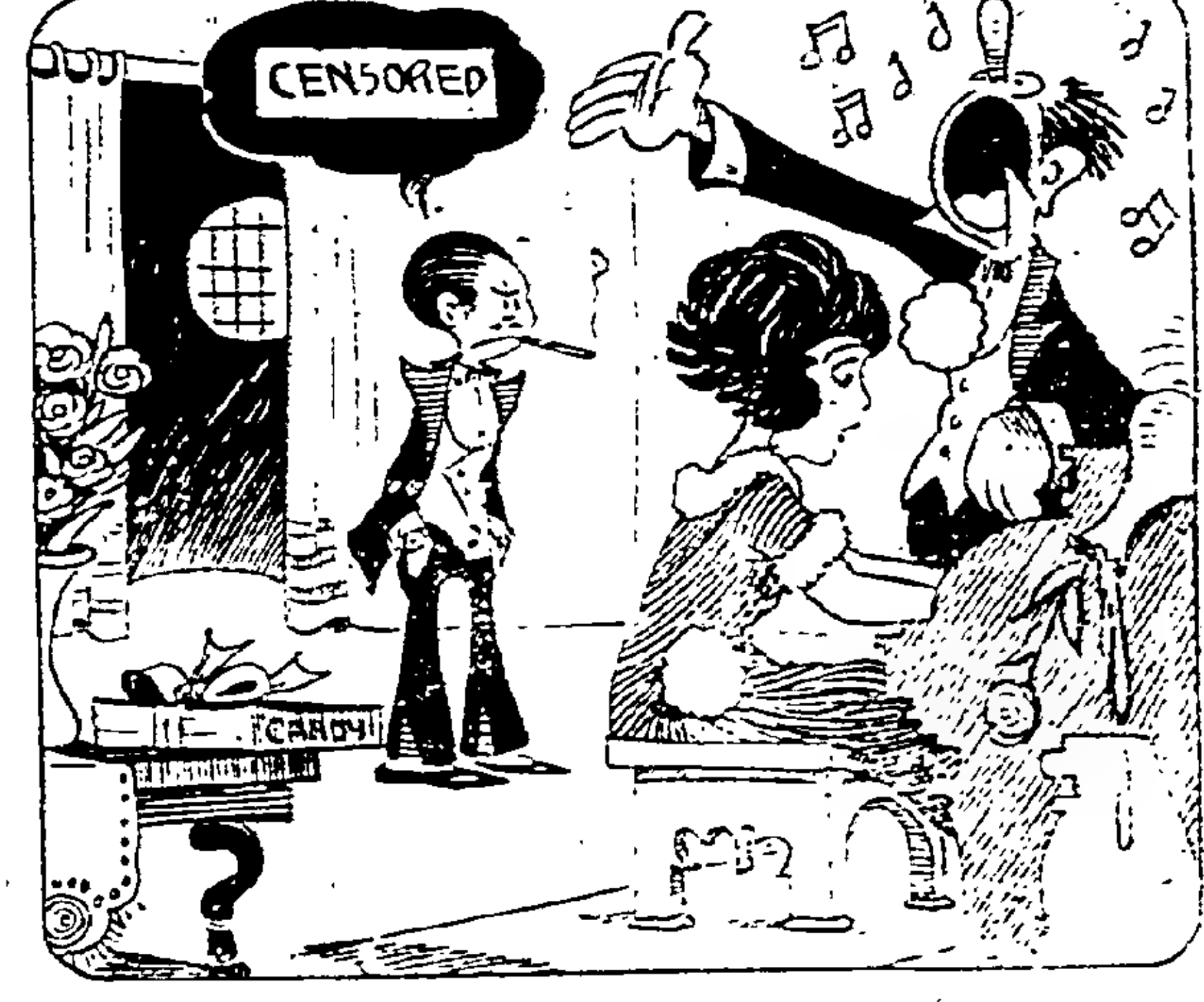
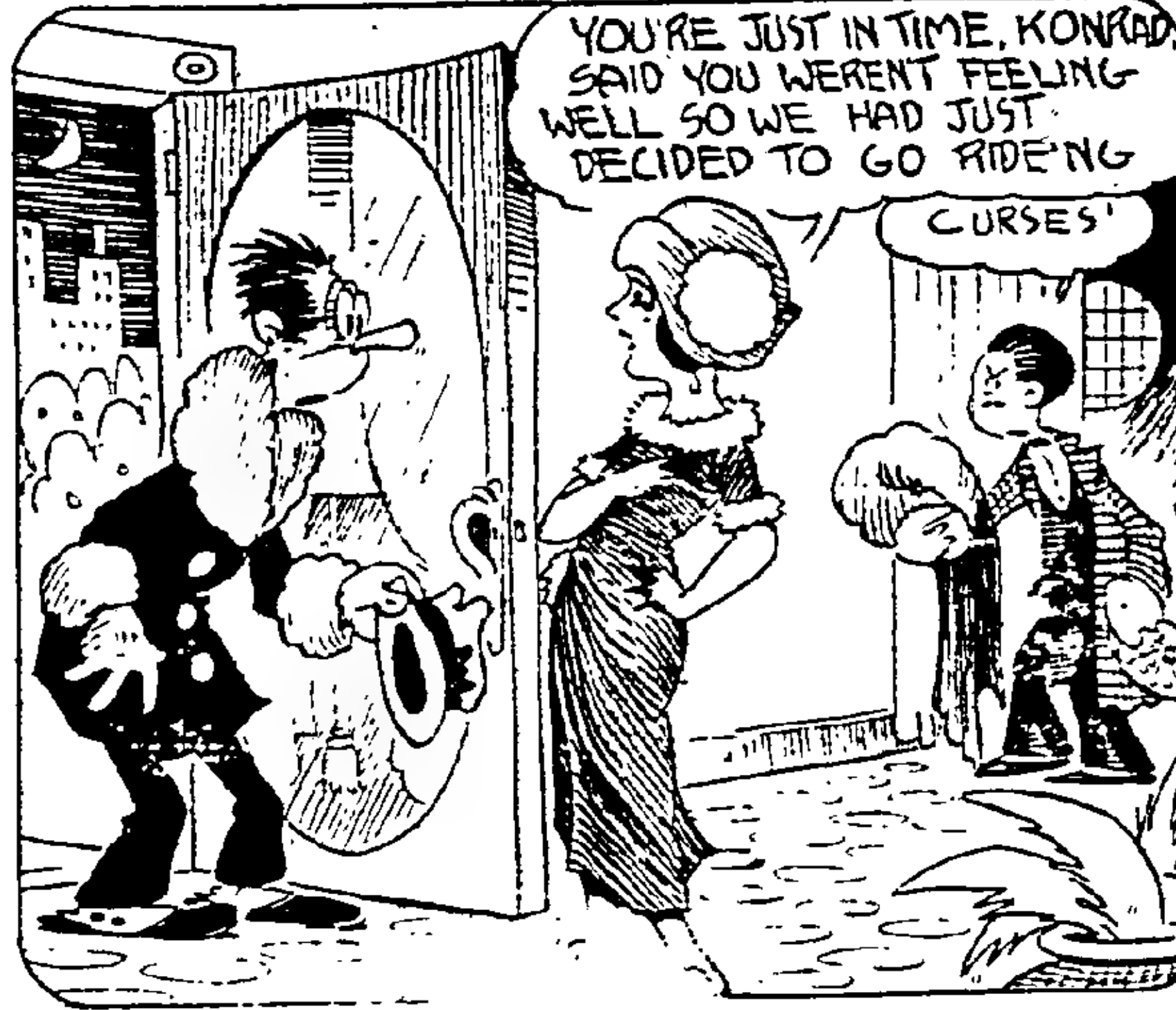
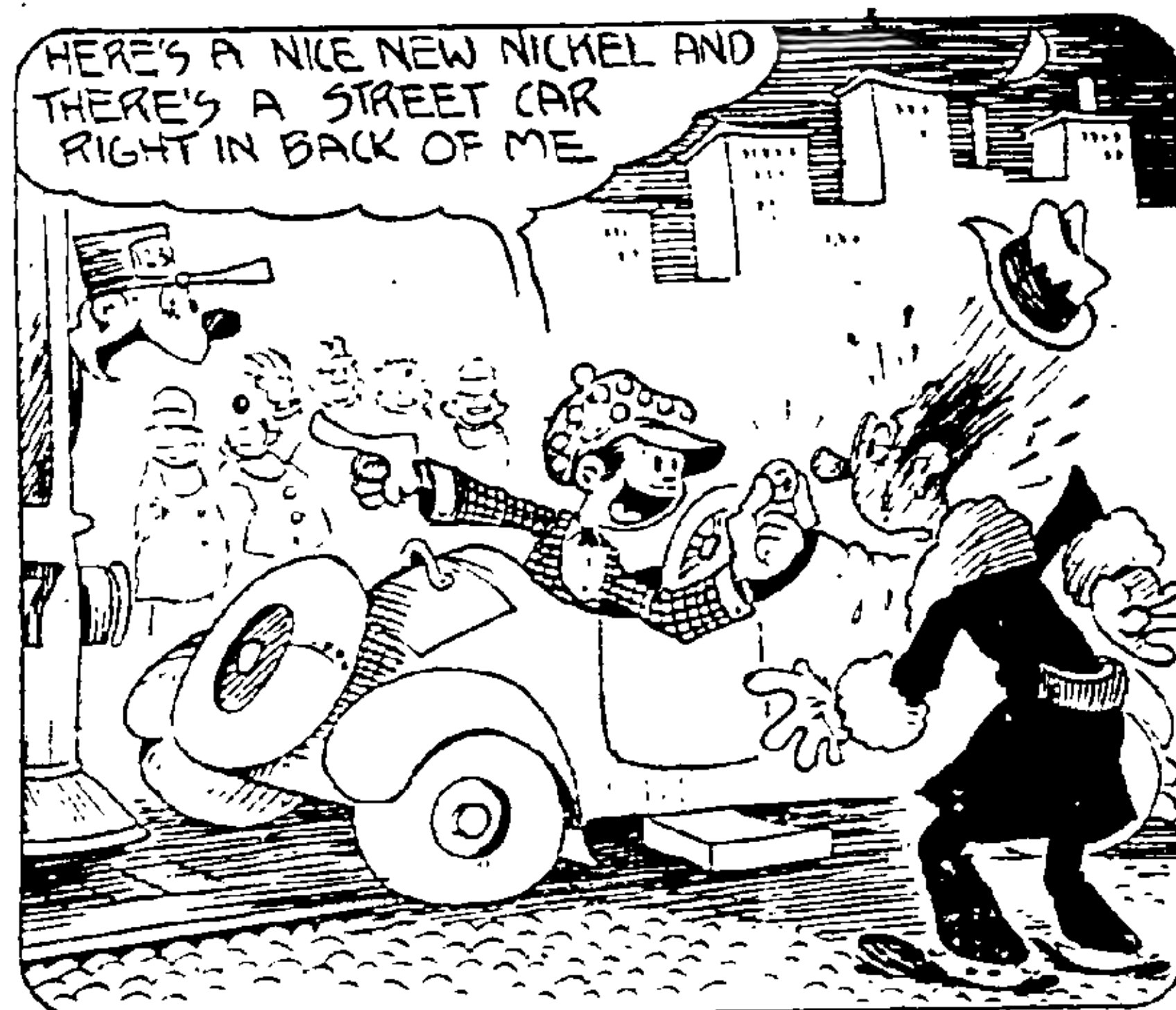
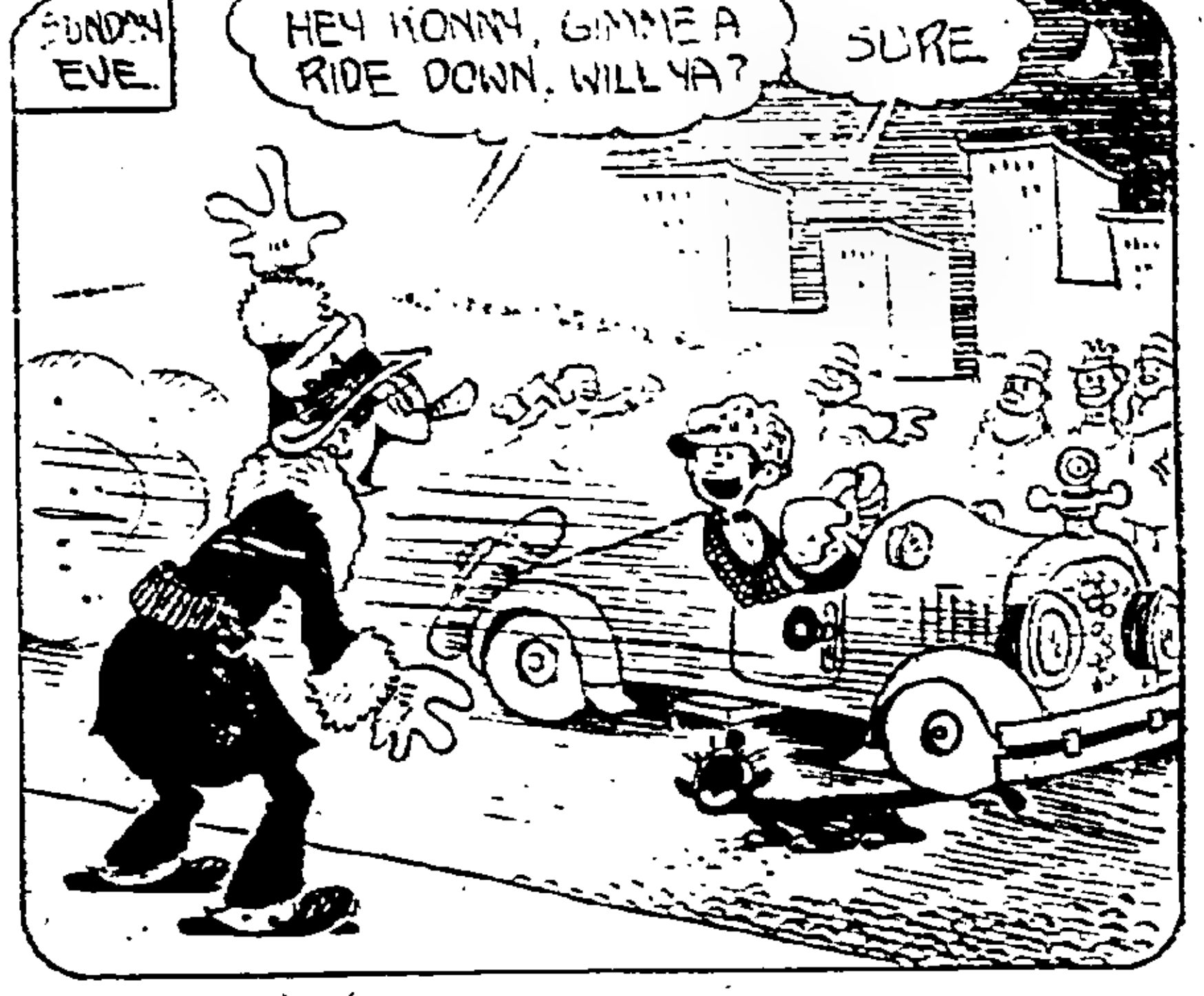
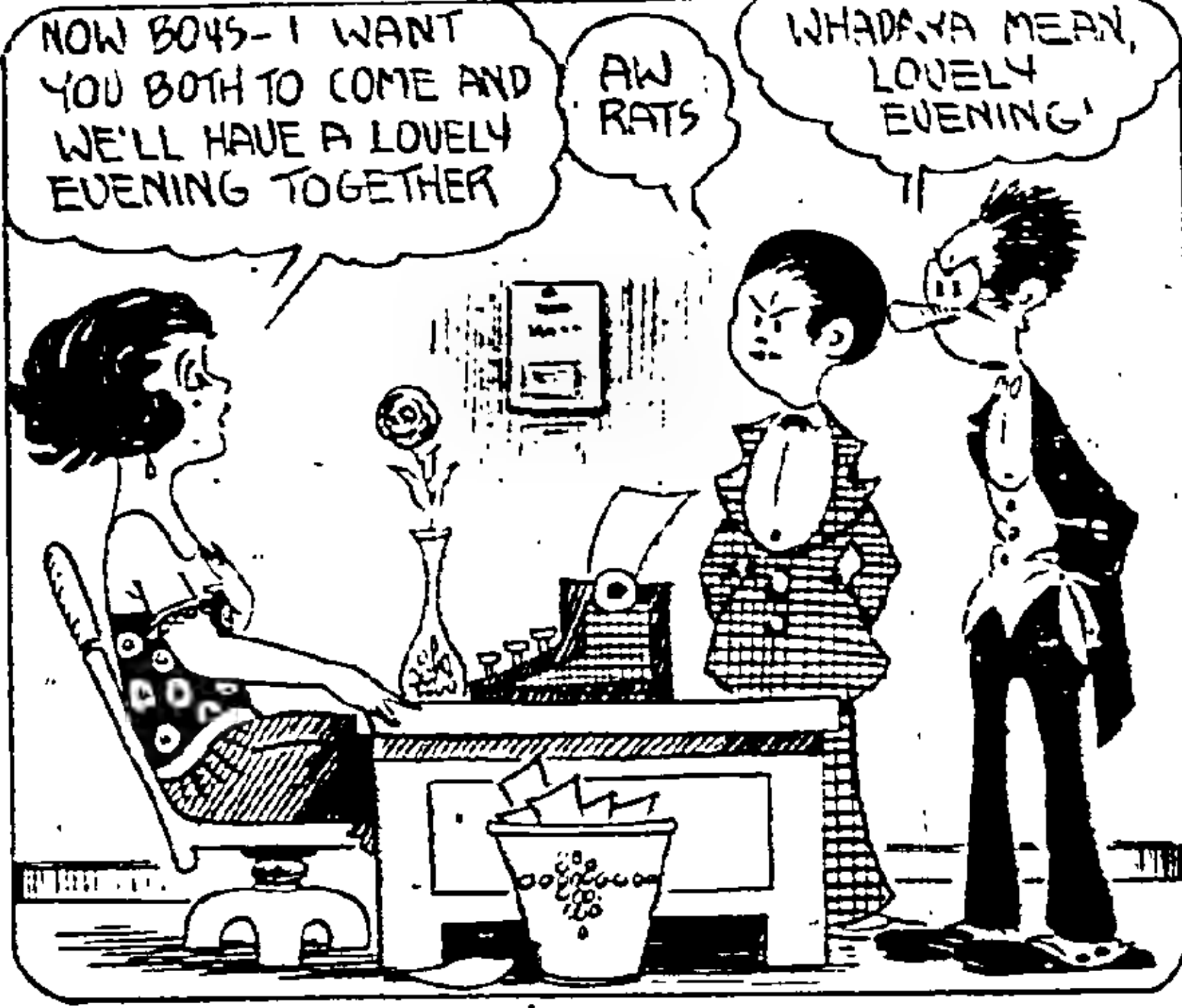
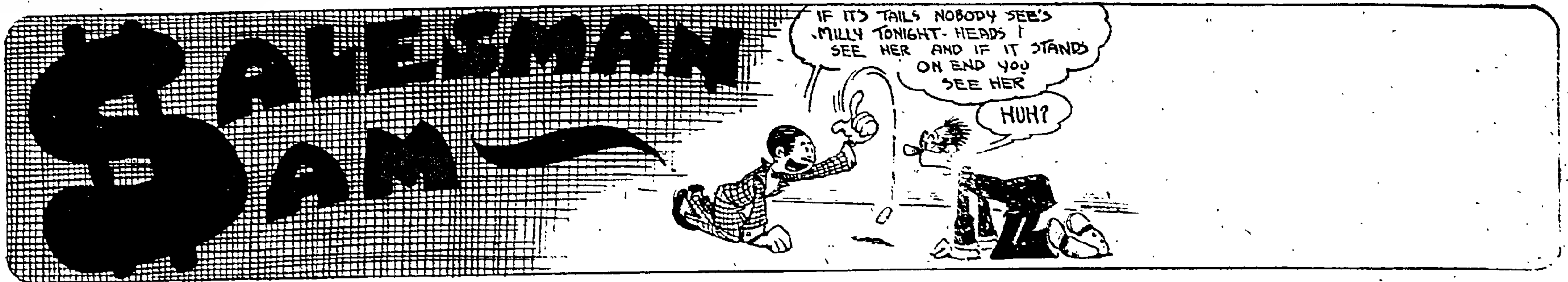
Mlle. Sandrini, Parisian girl of Italian origin, is considered by many artists as being the most beautiful model in the world.

The double pin, as a dainty extra to a hat, is coming back into favour again, on account of the new beret shapes, which demand some such decoration. The heads of these pins are made of imitation brilliants, turquoise, coral, jet, jade, or pearl. Some of the models are small enough to be tucked into the vest of a frock when not required for the hat, and as all are comparatively inexpensive, their common adoption by the multitude is only an affair of weeks.

As though it were not sum-

electric bells are also made in this delicate enamel work, so that this important practical detail of a room need not necessarily clash with the rest of the colour scheme of the decoration.

Strings of beads are being used as shoulder straps for undies, so that, with the loose bateau-necked gowns, there is no danger of a piece of soiled ribbon showing, even if the shoulders do slip down. These strings fit into a little loop fixed on to the petticoat or chemise; they are intended to hold up and are caught with safety fasteners.



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MONDAY December 3rd.	"LUCIA DI LAMMERMOOR" (Donizetti) In Four Acts.
TUESDAY December 4th.	"LA BOHEME" (Puccini) In Four Acts.
WEDNESDAY December 5th.	"FORZA DEL DESTINO" (Verdi)
THURSDAY December 6th.	"MADAM BUTTERFLY" (Puccini)
FRIDAY December 7th.	"IL BARBIERE DI SIVIGLIA" (Rossini) In Three Acts.
SATURDAY December 8th.	"CARMEN" (Bizet) In Four Acts.

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risk into the Godowns of the
Hongkong and Kowloon Wharf
and Godown Co., at Kowloon, &
stored at consignees' risk.

Consignees of Cargo must pre-
cede an Import Permit signed by
the Superintendent of Imports &
Exports, Hongkong, before Bills
of Lading will be countersigned.

All broken, chafed and damaged
cargo is to be left in the go-
downs, where it will be examined
at 10 a.m. on 3rd Dec. by the
Company's Surveyors, Messrs.
Anderson and Ashe.

All claims must be presented
within thirty days of the
Steamer's arrival here, after
which they cannot be recognised.
No claims will be recognised
after the goods have left the go-
downs, and cargo undelivered on
and after December 4th. will be
subject to rent.

No Fire Insurance whatever
will be effected.

Consignees are requested to
send in their Bills of Lading for
countersignature immediately.

United States Shipping Board.

Emergency Fleet Corporation.

Agents,
ADMIRAL ORIENTAL LINE

4, Des Voeux Road,
Hongkong, December 1st, 1923.

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Ching, Capt. & Mrs. I. Chalmers,
Mr. Chan Yuen Chang, Mr. E.
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rard, Mr. Y. Hamaji, Miss M.
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CHURCH NOTICES.

A Charge of one Dollar is made
for Notices under this heading.

St. John's Cathedral, Hongkong.—
2nd December, 1923. Advent
Sunday. Holy Communion (8
a.m.) Children's Service (10
a.m.) Hymns, 270, 242, 280.
Matins (11 a.m.) Responses,
Ferial: Venite, No. 2 (Norris);
Psalms, 1, 7, (to chant No. 28,
Luther); Te Deum, Russell,
Jones, Prie; Benedictus, Beetho-
ven (27th Morning). Hymns,
48, 51. Holy Communion (12
noon). Evensong (6 p.m.)
Responses, Ferial: Psalms, 46,
48. Magnificat and Nunc Dimi-
tius. Beethoven in B flat. Hymns,
47, 291, 24.

Wesleyan Methodist Church,
Queen's Road East, Wanchai
(opposite Royal Naval Hospital)
Sunday, December 2nd, 1923.
10.15 a.m. Subject: "Conver-
sion." Hymns and Chant, 21,
937, 871, 417, 639. 6 p.m. "The
First Communicants." Hymns,
62, 299, 695, 731, 924. 7 p.m.
Celebration of Holy Communion.
Friday, 5.45 p.m. Choir practice.
Preacher: Rev. C. Clouston
Porr, H.C.F., Sailors' and Sol-
diers' Home, Sunday, 8.15 p.m.
Wednesday, 8.20 p.m. Wesley
Guild, Social and Musical Even-
ing.

First Church of Christ, Scientist,
McDonnell Road, below Bowen
Road Tram Station, Sunday,
11.15 a.m. Wednesday, 5.45 p.m.

PRISONER PLEADS FREEDOM.

Pleading not guilty at Durham
Quarter Sessions on a charge of
being a habitual criminal, Joseph
Mitchell protested he could not
possibly be a habitual criminal
as he had had 30 years of liberty
out of 15 years of life.

Mr. & Mrs. I. A. Fawell, Mr. &
Mrs. E. Collier, Mr. J. Wilson,
Mrs. & Mrs. O. T. Merkle, Mr. R.
H. Spicer, Mr. & Mrs. M. H.
Hills, Mr. A. H. Bown, Mr.
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Proprietors £20,000,000

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Chief Manager.

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司公理管業實法中

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Reserve Liability of

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Reserve Funds ———— 600,000

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more.

Local Board:

Mr. Ko Lap Ho, (Chairman)

Mr. Sun Pak Ming

Mr. Ng Ching

Manager: Mr. Hui Liang Huang

Telephone Nos. C. 444 & 447.

THE YOKOHAMA SPECIE BANK LTD.

ESTABLISHED 1855

Capital (fully paid up) ———— ¥100,000,000

Reserve Fund ———— ¥71,000,000

HEAD OFFICE, YOKOHAMA

Branches and Agencies at:

Batavia, Kobe, Singapore, San Francisco

Bombay, London, Lyons, Shanghai, Soerabaya

Canton, Cebu, Hankow, Harbin, Kobe, London,

Lyons, Manila, Peking, Singapore, Sourabaya,

Tientsin, Yokohama.

Every description of Banking and Exchange
business transacted.Interest allowed on Current Accounts and
Fixed Deposits at rates which may be
ascertained on application.T. NISHIMURA,
Manager.

Hongkong, 17th September, 1923.

THE BANK OF CHINA.

(Specially authorized by Pres-
idential Mandate of the Republic
of China on the 22nd of Novem-
ber, 1917.)</

PACIFIC SHIPPING.

CANADIAN PACIFIC
STEAMSHIPS LIMITED

HOME VIA CANADA

HONGKONG TO ENGLAND

Via Shanghai, Nagasaki, Kobe, Vancouver, Montreal & Quebec.

From	To	Ship	Days	From	To	Ship	Days
Hongkong	Shanghai	21 Jan	10	Manitoba	Feb	10	21
Shanghai	Kobe	21 Jan	10	Kobe	Manitoba	Feb	10
Kobe	Vancouver	21 Jan	10	Vancouver	Manitoba	Feb	10
Vancouver	Montreal	21 Jan	10	Montreal	Quebec	21 Jan	10

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Hamburg, London, and other ports. Call on Atlantic steamers held here and through tickets issued. Early reservation necessary.

HONGKONG MANILA SERVICE.

Coming with the arrival of the Empress of Russia, 25th March, the Empress of Russia and Empress of Asia will make the round trip to Manila from Hongkong, leaving Hongkong on Wednesday after arrival, arriving Manila, Friday Morning, leaving Manila Saturday Evening and arriving Hongkong Monday Morning, 7 a.m.

THREE TRANS-CONTINENTAL TRAINS DAILY.

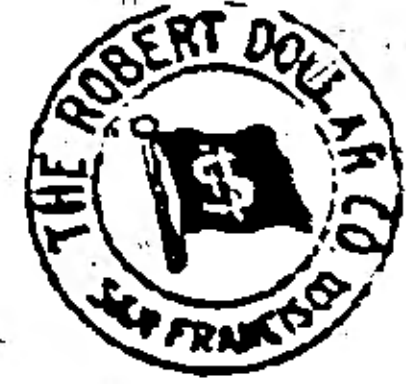
Standard Sleeping Cars, Compartments & Dining Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department Tel. 222 Cable: CANADIAN
Freight and Express Tel. 22 Cable: NAUTILUS

PACIFIC SHIPPING.

DOLLAR
LINE

SAILINGS FROM HONGKONG.

For New York & Boston via Panama.

S.S. STANLEY DOLLAR ... End of December.
S.S. STUART DOLLAR ... 15th January.

For New York & Boston via Suez.

S.S. M. S. DOLLAR ... 2nd December.
S.S. ROBERT DOLLAR ... 29th December.

For San Francisco and San Pedro.

S.S. STANLEY DOLLAR ... End of December.
S.S. STUART DOLLAR ... 15th January.

For Rates and Particulars Apply to

THE ROBERT DOLLAR CO.

DEACON & Co. No. 4A, Des Voeux Road.
CANTON. Tel. Central 792 & 795.

T. K. K.



THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE
£120 £112-£110

HONGKONG TO SAN FRANCISCO

Via Shanghai, Nagasaki, Kobe, Yokohama & Honolulu.

S.S. SIBERIA MARU ... 22,000 ... Nov. 30.
TAIYO MARU ... 22,000 ... Dec. 14.
TENYO MARU ... 22,000 ... Jan. 5.
KOREA MARU ... 22,000 ... Jan. 17.
SHINYO MARU ... 22,000 ... Feb. 1.

HONGKONG TO YALPAISO

Via Japan, Honolulu, Hilo, San Francisco, San Pedro.

Manzanillo, Balboa, Callao, Mollendo, Arica & Iquique.

Thence by Trans-Andean Route to Buenos Ayres.

SEIYO MARU ... 14,000 ... Dec. 8. RAKUYO MARU ... 18,500 ... Jan. 15.

JAPAN-HONGKONG-JAVA SERVICE

Between Osaka, Kobe, Moji, Dairen, H'kong, B'avia, S'rang & Soerabaya.

PERSIA MARU ... for Moji, Kobe & Osaka ... Nov. 30.

JAVA, NEW YORK LINE. (Freight Only.)

VIA JAVA AND SUEZ

BIYO MARU ... Leaving Hongkong December 12.

For Full information regarding passengers, freight and sailings apply to—

Y. TSUTSUMI, Manager King's Building.

Agents at Canton. Tel. Central Nos. C. 2374 & 2375.

Messrs. T. E. GRIFFITH.

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE

To Los Angeles & San Francisco from Hongkong by Direct Route.

U.S.S.B. "West Ivan" ... Due Hongkong 1st Dec.

U.S.S.B. "West Sequana" ... Leaves Hongkong 4th Dec.

U.S.S.B. "West Sequana" ... Due Hongkong 8th Dec.

U.S.S.B. "West Sequana" ... Leaves Hongkong 10th Dec.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO

WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH

BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS

To Singapore.

U.S.S.B. "West Prospect" ... Due Hongkong In port 2nd Dec.

U.S.S.B. "West Mahwah" ... Due Hongkong 8th Dec.

U.S.S.B. "West Mahwah" ... Leaves Hongkong 10th Dec.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information apply to

STRUTHERS & BARRY.

L. EVERETT, 1st Floor Queen's Building.

General Agent for Japan-China-Philippines. Phone Central No. 3908.

Indo-China-Straits & Java. A. E. FRANK, Actg. Res. Agent.

COMPANIA TRASATLANTICA DE BARCELONA

(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID.

BARCELONA & OTHER SPANISH PORTS.

C. LOPEZ Y LOPEZ ... 19th Dec. LEGAZPI ... about 26th Mar.

ISLA DE PANAY ... 8th Feb.

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

C. LOPEZ Y LOPEZ ... 1st Dec. LEGAZPI ... about 6th Mar.

ISLA DE PANAY ... 19th Jan.

The steamers of this Company are classed 100 All at Lloyd's

and are fitted with every modern convenience for comfort and safety

of passengers, Stevedores and Doctor carried.

For particulars of freight or passage apply—

BUTELHO BROS.

(Tel. 1331) Alexandra Buildings, Hongkong.

BOSTON & NEW YORK.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong:

S.S. CITY OF CORINTH ... via Suez Canal ... 4th Dec.

S.S. CITY OF ATHENS ... via Suez Canal ... 14th Dec.

S.S. CAT CHAS ... via Suez Canal ... 24th Dec.

S.S. AJAX ... via Suez Canal ...

Steamers proceed via Suez Canal or via Canal as Orders' option

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.

John Swire & Co. Ltd. MASSEY & Co. Ltd. CANTON.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

(Direct)

MACHAON 4th Dec. London, Rotterdam & Hamburg
SARPEDON 11th Dec. Marseilles, London & Rotterdam
HELENUS 18th Dec. London, Rotterdam & Hamburg
AUTOLYCUS 24th Dec. London, Rotterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

OANFA 5th Dec. M'les, Havre, Liverpool & Glasgow
DIOMED 1st Jan. M'les, Havre, Liverpool & Glasgow
TITAN 20th Jan. Genua, M'les, Liverpool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)

ACHILLES 18th Dec. Victoria, Seattle & Vancouver
PHILOCTETES 8th Jan. Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez or Panama)

CALCHAS 23rd Dec. via Suez & Boston
PELEUS 15th Jan. via Suez & Boston

PASSENGER SERVICE

PATROCLUS 10th Dec. for Shanghai.
SARPEDON 11th Dec. for Singapore, Marseilles & London
PATROCLUS 8th Jan. for Singapore, Marseilles & London
MENTOR 5th Feb. for Singapore & London.
TEIRESIAS 11th Mar. for Singapore & London

For Freight and Passage Rates and all information Apply to—

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

AGENTS.

SERVICE TO NEW YORK.

NEW YORK and or BOSTON
via PANAMA.

S. S. EELBECK

For freight, space and particulars apply to

BARBER STEAMSHIP LINE, INC.
ADMIRAL ORIENTAL LINE.

AGENTS

4, Des Voeux Rd. C. H. K. & S'hai Bank Bldg. Ground Floor.

Telephone Central 2477 & 2478.

NORDDDEUTSCHER
LLOYD

COURTESY

ECONOMY COMFORT.

FREIGHT & PASSENGER SERVICE

STEAMER	TONS	SAILING DATE	DESTINATION
"HOLSTEIN"		2nd December	Singapore, Belawan, Columbia, Port Said, Genoa, Antip. R'dam, and Hamburg.
"SCHLESSEN"		18th January	do
"SAARBRUCKEN"		31st January	do

All dates subject to change without notice.

For Passage Rates and Freight—apply to—

THE ROBERT DOLLAR CO.

Tel. Central 795 or 792 No. 4A, Des Voeux Road, Ground Floor.

CONSIGNEES.

NOTICE TO CONSIGNEE

RICKMERS LINE
From ANTWERP.

The Steamship "RUTH KAYSER."

Having arrived from the above Ports. Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before noon today.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on 5th proximo at 10 a.m.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 6th proximo will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected. Bills of Lading will be countersigned by—

CARL BODIKER & CO'S Agents Rickmers Line.

Hongkong, 29th Dec. 1923.

THE EAST ASIATIC CO. LTD.

COPENHAGEN.

The M/S "MALAYA"

having arrived, consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 6th of Dec. 1923 will be subject to rent.

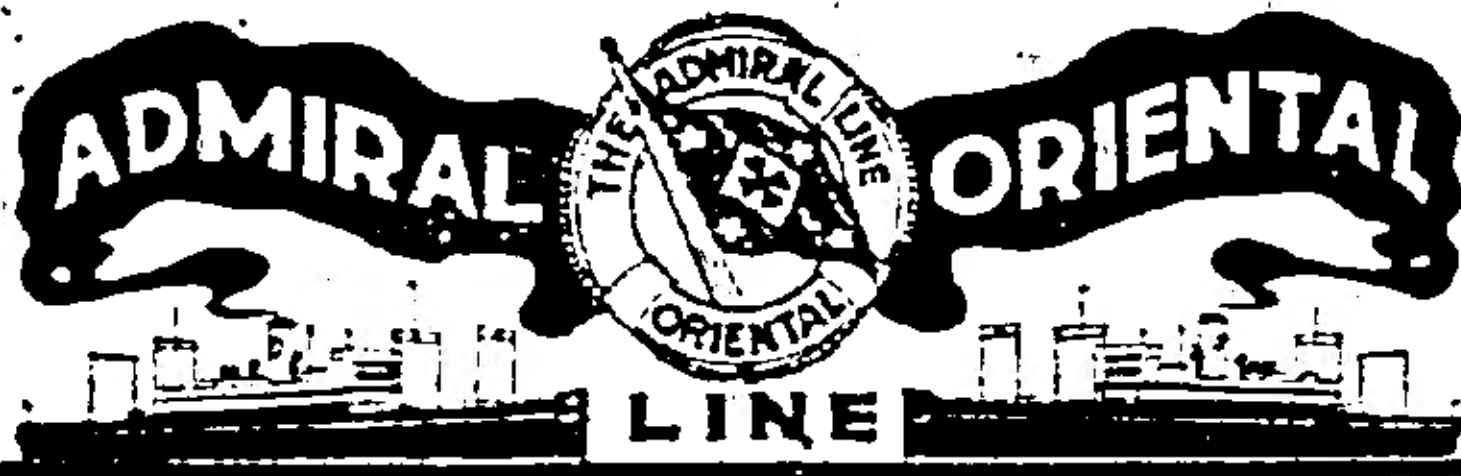
All broken, chafed and damaged goods are to be left in the Godown, where they will be examined by Messrs. Goddard & Douglas on the 6th December 1923 at 10 a.m.

All claims against the vessel must be presented to the undersigned before 9th December 1923, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by—

JOHN MANNERS & CO. LTD. Agents.

Hongkong, 29th Dec. 1923.



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGER

THE NEW EAST AMERICAN

STEAMERS TO

SEATTLE & VICTORIA

SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT JACKSON" ... Dec. 12th.
"PRESIDENT JEFFERSON" ... Dec. 24th.
"PRESIDENT GRANT" ... Jan. 5th.
"PRESIDENT MADISON" ... Jan. 17th.

TO EUROPE

£120—£112—£110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

"PRESIDENT JACKSON" ... Dec. 3rd.
"PRESIDENT JEFFERSON" ... Dec. 15th.
"PRESIDENT GRANT" ... Dec. 27th.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports. Copies of this paper on file in our offices SEATTLE, CHICAGO, NEW YORK.

or Passage and Freight Booking apply to

ADMIRAL ORIENTAL LINE.

Hongkong and Shanghai Bank Building Ground Floor.

Telephone Central 2477 & 2478 No. 4, Des Voeux Road.

Y. K. K.
Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi
S.S. "NANYO MARU No. 1" ... on or about
FOR KEELUNG via Swatow & Amoy
S.S. "TAIKWA MARU" ... on or about

For further particulars, please apply to—

MITARAL, AGENT,

No. 37, Bonham Street, West. Top Floor, King's Building.

Tel. Central No. 155. Tel. Central No. 140.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

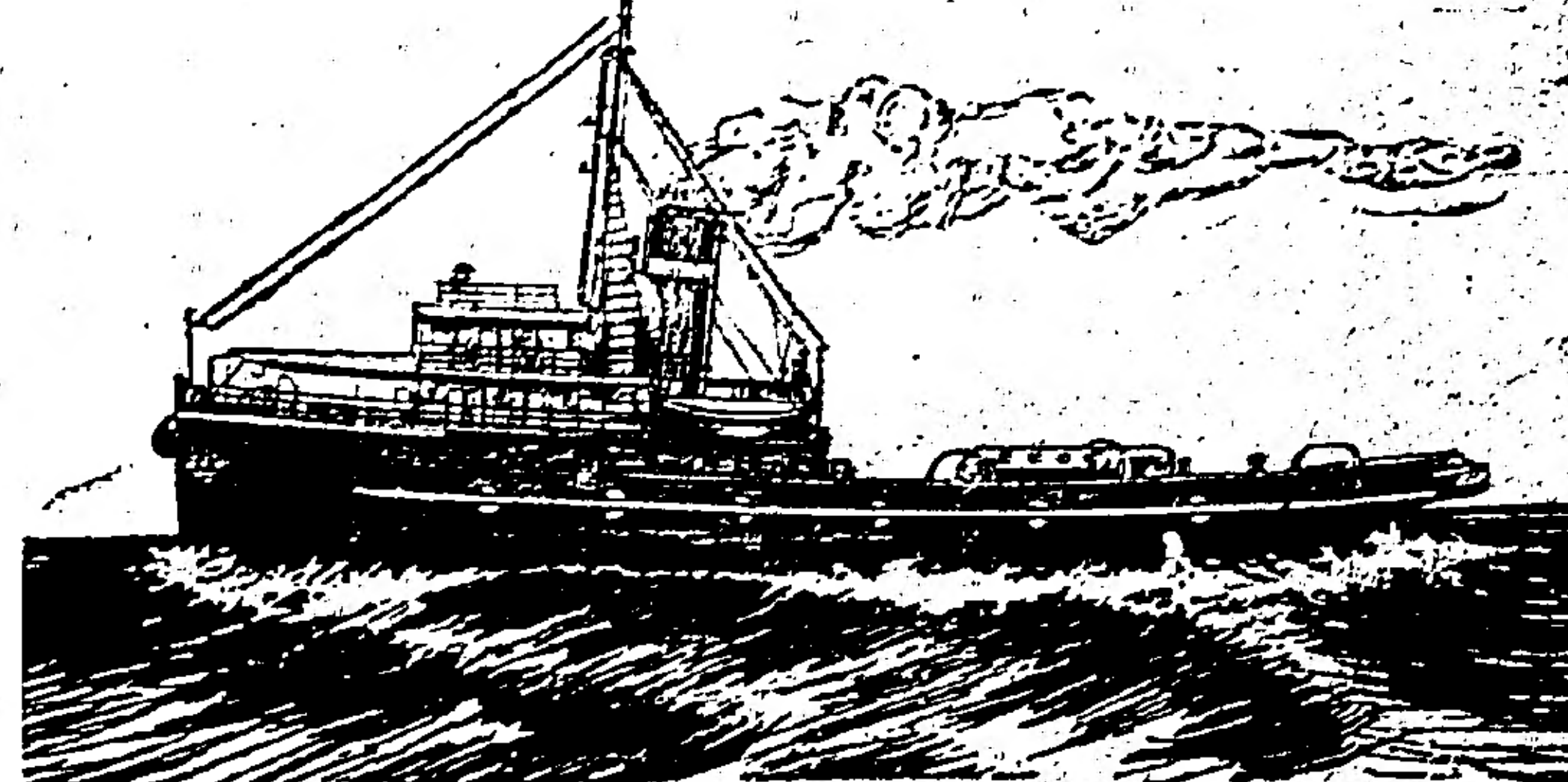
TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Code Used: A1, A.B.C. Fifth Edition, Engineering, First and Second Edition,

Western Union and W.K.L.

Dock Owners, Ship Builders, Marine and Land Engineers, Filler Makers, Iron and

Brass Founders, Forge Masters, Electricians.



Steel Twin Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd. Hongkong for their own service. 1921. Length 165' B.P., Breadth 34' (m) Depth 17' (m) I.H.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressors, etc. Searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager:

E.M. DYER, B.Sc. M.I.N.A., Kowloon Dock, Hongkong.

Shipping to Europe, Australia, and other Ports.

P. & OBRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

Straits, Japan, Burma, Ceylon India, Persian Gulf, West Indies, Manilla, East & South Africa, Australasia, including New Zealand, Queensland Ports, Red Sea, Egypt, Europe, Etc.

PENINSULAR ORIENTAL PORTWORTHLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
KALVAN	9,118	30 Nov. m. night	M'sles, London & Antwerp
SUDAN	6,695	13th Dec.	S'pore, Pang, C'bo & B'bay
DEVANHA	8,092	14th Dec.	M'sles, London & Antwerp
KAISAR-I-HIND	1,430	29th Dec.	B'bay, M'sles, L'don, A'werp
KHIVA	9,097	12th Jan.	M'sles, London & Antwerp
SICILIA	6,813	19th Jan.	S'pore, Pang, C'bo & B'bay

BRITISH INDIA-APCAR SAILINGS (South)

TINDA	1,936	8th Dec.	S'pore, Penang & Calcutta
TAKADA	8,949	23rd Dec.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	5 Dec. 11 a.m.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
ARAFURA	6,000	5th Jan.	
ST. ALBAN	4,500	2nd Feb.	

For further information apply to—
NIPPON YUSEN KAISHA.
Tel. Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

SAILINGS TO SHANGHAI & JAPAN.

KHIVA	9,097	2nd Dec. noon	Shanghai, Moji & Kobe
ARAFURA	6,000	11th Dec.	Moji & Kobe
MACEDONIA	11,089	14th Dec.	Shanghai, Moji & Kobe
KASHGAR	8,840	29th Dec.	Shanghai, Moji & Kobe
SICILIA	6,813	5th Jan.	Shanghai
MOREA	10,911	12th Jan.	Shanghai, Moji & Kobe
ST. ALBAN	4,500	5th Jan.	Moji & Kobe

All data are approximate and subject to alteration without notice.

Parces Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co.,
22, Des Voeux Road, Central.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K. STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS. Vessel. Due Hongkong. Vessel. Leaves Hongkong.

CLINTARA	5th Dec.	GLENGARRY	11th Dec.
CANARYVONSHIRE	14th Dec.	London, Rotterdam & Hamburg	
GLENNIFFER	27th Dec.	GLENGARRY	30th Dec.
GLENNIFFER	10th Jan.	G'va, L'don, Hull, R'dam, H'burg	
		GLENTARA	17th Jan.
		London, Rotterdam & H'burg	

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE MATHESON & CO., LTD.**THE GLEN LINE, LTD.**

Telephone Central No. 215, sub-ex. 23 and 3596.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUELS

Mail Steamers	Fast Sailings from Marseilles	Pro. arr. at H'k. and Sailing for Shanghai & Japan	Pro. Sailing from H'k. for M'les
ANCHOR	—	—	10th Dec.
CHAMBERD	—	—	24th Dec.
PAUL LECAT	2nd Nov.	7th Dec.	7th Jan.
ANNE LEBON	16th Nov.	20th Dec.	21st Jan.
MOISE	30th Nov.	3rd Jan.	4th Feb.
PORTHOS	—	—	—

RATES OF PASSAGE MONEY TO MARSEILLES.
(Including Table Wine and free Doctor's attendance)
1st Class £95.00 B. Class 1st Class £89.00
2nd Class £68.00 (Steamers) 2nd Class £62.00

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

AGENCE COMMERCIALES (CARGO-BOTS)

L. ST. LOUBERT-BIE loading for Manila, Marseilles, Java, Antwerp & Dunkirk about 17th December.

Bills of Lading to be presented to Helsinki, Reval & Riga.

Particulars approved to Helsinki, Reval & Riga.

Messageries Maritimes Co.

3 Queen's Building.

TRANSIT. REPRESENTATION.

Teleph. Central 1274.

J. CHINA-JAPAN-LIJN.

Tel. Address: JAVALYN

Tel. Central 1274.

Work Building

HONGKONG

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

Steamers. From. Expected on or about. Will leave on or about. For.

Tsimanook. Java. In port. 3rd Dec. Shanghai N. C.

Tisalak. Japan. 1st Dec. 7th Dec. 3 via via M'tok

Titaroom. Java. 4th Dec. 7th Dec. Japan

Tihlow. Shanghai. —. 10th Dec. Java

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon passengers.

All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America G. 2405, L. 2420, G. 2440.

YOKOHAMA MARU... Wednesday, 12th Dec. at 11 a.m.

KAGA MARU... Tuesday, 8th Jan.

MARSEILLES, LONDON & ANTWERP via Singapore, etc.

KATORI MARU... Wednesday, 5th Dec. at 11 a.m.

ATSUTA MARU... Wednesday, 19th Dec.

HAMBURG via LONDON & ROTTERDAM.

TOTOHASHI MARU... Thursday, 6th Dec.

LIVERPOOL via MARSEILLES & VALENCIA.

DAKAR MARU... Sunday, 16th Dec.

SYDNEY & MELBOURNE via Manila, etc.

TANGO MARU... Wednesday, 19th Dec. at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

MAYERASHI MARU... Second half of Dec.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAWACHI MARU... Friday, 21st Dec.

BOMBAY via Singapore, Penang & Colombo.

LIMA MARU... Monday, 10th Dec.

PENANG MARU... Saturday, 15th Dec.

CALCUTTA via Singapore, Penang & Rangoon.

YAMAGATA MARU... Thursday, 6th Dec.

MORIOKA MARU... Tuesday, 11th Dec.

NAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU... Thursday, 13th Dec.

SHANGHAI, KOBE & YOKOHAMA.

HAKONE MARU... Tuesday, 4th Dec.

MURORAN MARU (K'lung, Moji & Kobe) Sunday, 9th Dec.

MOJI MARU (Moji & Kobe) Monday, 17th Dec.

For further information apply to— NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR BOSTON & NEW YORK via SUEZ.

S.S. "MUNCASTER CASTLE" Sailing on or about 12th Dec.

S.S. "KENDAL CASTLE" Sailing on or about 28th Jan.

LLOYD TRIESTINO.

Taking Cargo for Genoa, Naples, Venice, Trieste and all other Italian Ports also cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS, REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £58.

FOR SHANGHAI, YOKOHAMA & KOBE.

S.S. "PERSIA" Sailing on or about End Dec.

S.S. "ROSANDRA" Sailing on or about End Jan.

FOR BRINDISI, VENICE & TRIESTE.

via Singapore, Penang & Colombo.

S.S. "FUIME-L" Sailing on or about 4th Dec.

S.S. "DUCHESSA D'AOSTA" Sailing on or about Early Jan.

S.S. "PERSIA" Sailing on or about Early Feb.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

Steamer sailing from Calcutta on or about Early Jan.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone Central 1030. Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer. Arrives Hongkong from Australia. Leave H'kong for Manila, Sandakan, Thurs. Is. & Aust.

TAIYUAN 2nd Dec. 8th Dec. at noon.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried, Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

(JOHN SWIRE & SON, LTD.)

Telephone Central No. 36. Agents.

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

Projected sailings from Hongkong subject to alteration.

City of Kanchi... Dec. 9... to Adm & Hamburg

City of... to London

City of... to London

City of... to London

City of... to London

City of... to London

City of... to London

City of... to London

City of... to London

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City of... to London

City of... to London

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sat.	Sailings.
MANILA	Yusang	Sat.	1st Dec. at 11 a.m.
HAIPHONG via Hoibow Leesang		Sat.	1st Dec. at 10 a.m.
SHANGHAI via Swatow Kwongang		Sun.	2nd Dec. at 7 a.m.
HAIPHONG	Chipsang	Sun.	2nd Dec. at 10 a.m.
BANGKOK via Hoibow Leesang		Mon.	3rd Dec. at 3 p.m.
STRAITS & Calcutta	Kutsang	Tues.	4th Dec. at 10 p.m.
BANGKOK via Swatow Chaksang		Wed.	5th Dec. at 7 a.m.
TTAO via S'ow & S'hai Fookshing		Wed.	5th Dec. at 1 p.m.
SANDAKAN	Mausang	Thurs.	6th Dec. at 10 a.m.
HAIPHONG via Hoibow Leesang		Fri.	7th Dec. at 7 a.m.
SHANGHAI via Swatow Takang		Sat.	8th Dec. at 7 a.m.
KOBE via Shanghai	Hosang	Sun.	9th Dec. at 7 a.m.
SHANGHAI	Yusang	Sun.	9th Dec. at 7 a.m.
SHANGHAI via Swatow Takang		Fri.	14th Dec. at 7 a.m.
KOBE & Moji	Fooksang	Fri.	14th Dec. at 7 a.m.

Calcutta Line—This line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified Surgeon.

Shanghai Line—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

Haiphong Line—Sailings approximately weekly for passengers and cargo, calling at Hoibow both ways.

Borneo Line—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

Tientsin Line—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Weihaiwei & Chefoo.

Bangkok Line—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Kutsang" will be despatched on or about Monday, 3rd Dec. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

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Steamships. Captain. Leaving.

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Haifong... Ellis Walker... TUES. 4th Dec. at 1 p.m.

Haifong... J. S. Thomson... FRI. 7th Dec. at 1 p.m.

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THE SEASON.

(TO-DAY)

SATURDAY, 1st December.

at 9.15 p.m.

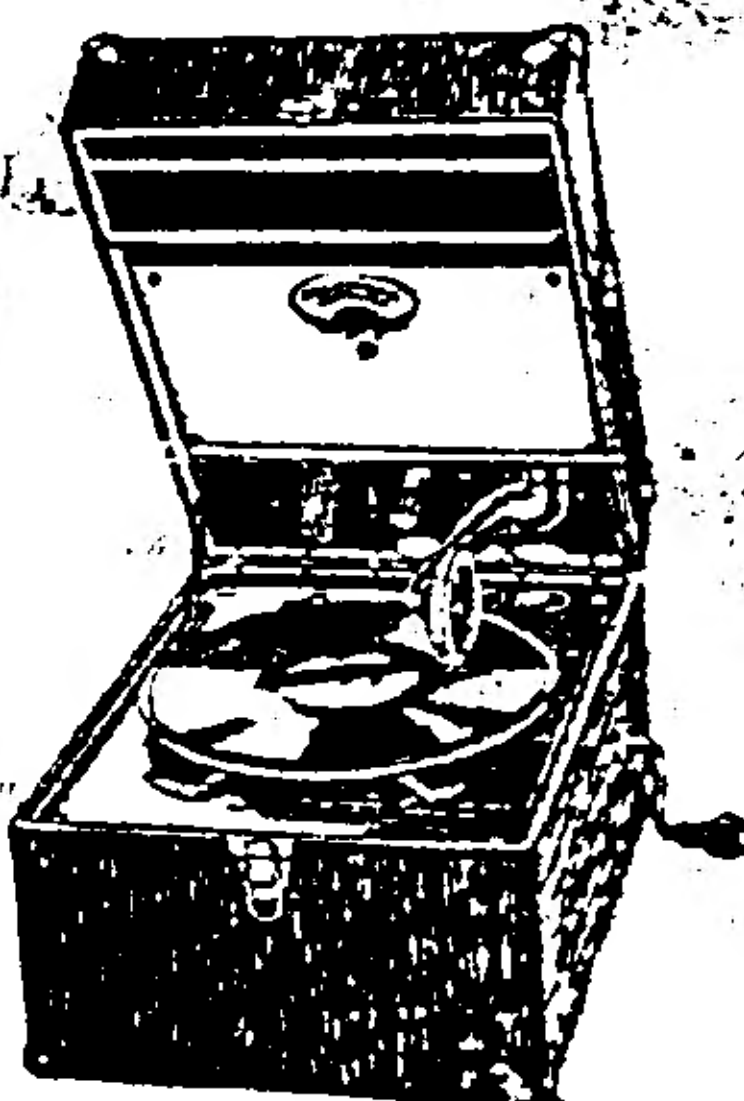
at the

THEATRE ROYAL.

MAIN EVENTS.

Fifteen round contest, for Light-
weight Championship of the
Colony and the Gedge Belt.A. B. Chadwick, H. M. S. "Mara-
tion" v. Pte. Flynn, 2nd
Battn. The King's Regt.Ten round Lightweight Contest.
A. B. Eardley, H. M. S. "Ambrose"
v. Pte. Scott, 2nd Battn. The
King's Regt.Also
One Featherweight, one Mid-
dleweight, one Bantamweight,
one Heavyweight and one
Welterweight contest each of six
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bers on the 29th. November.
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CHRISTMAS
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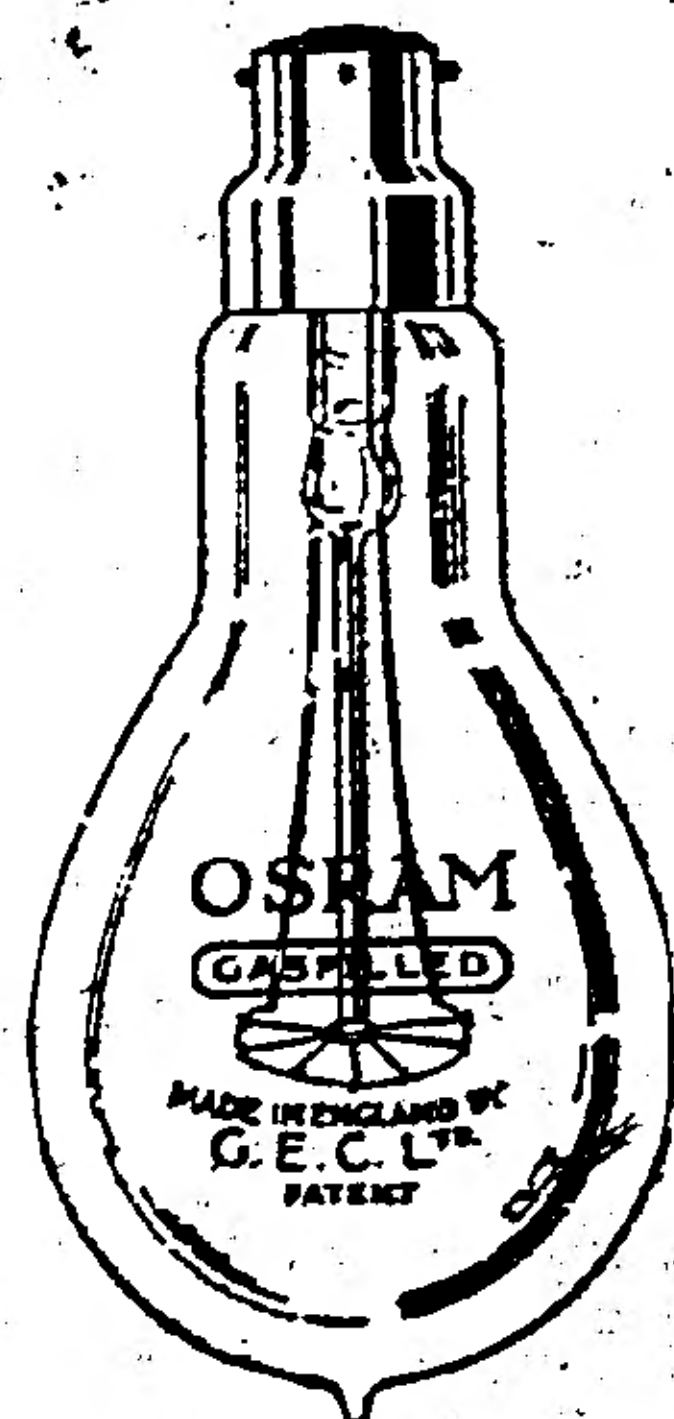
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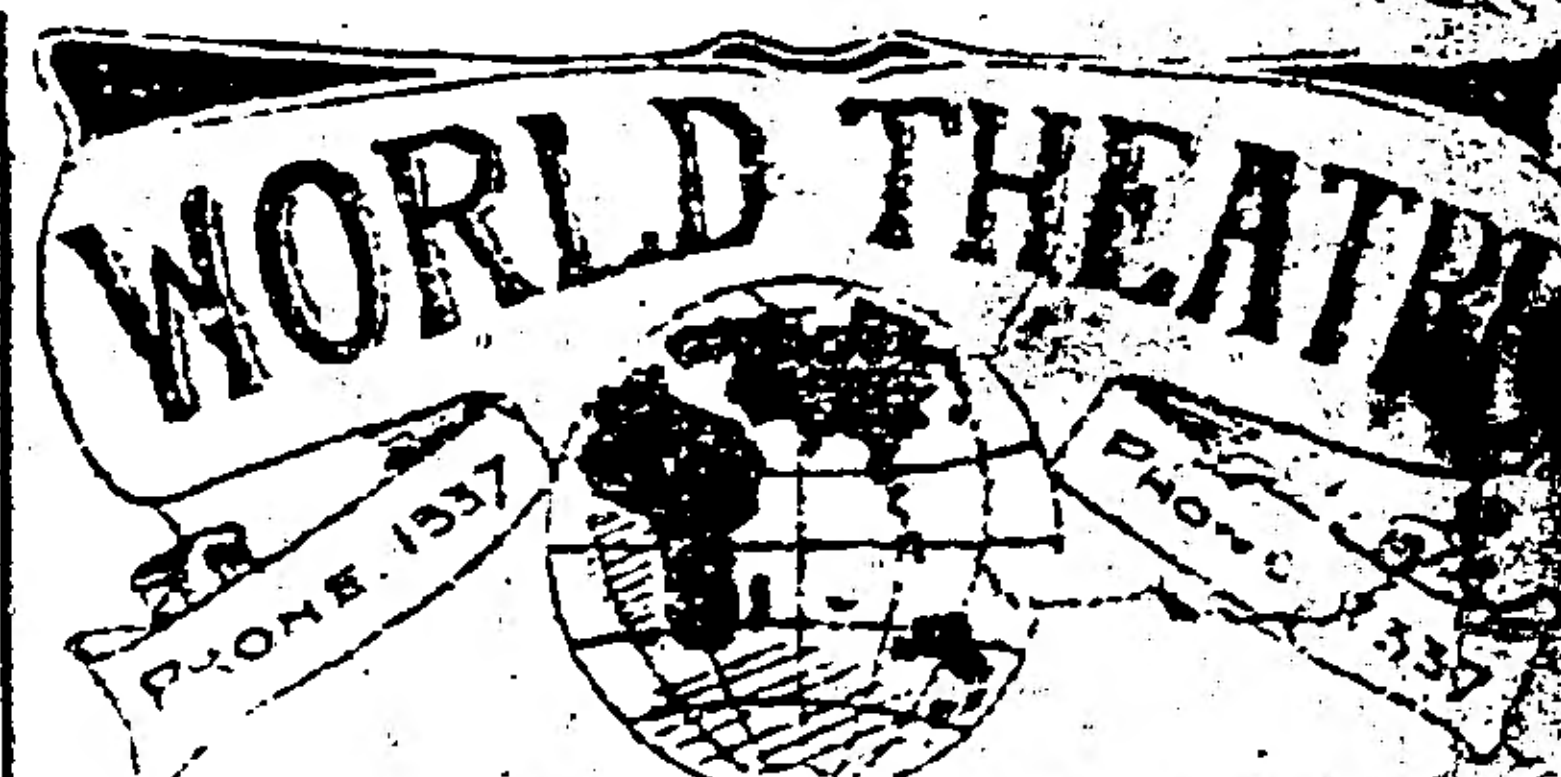
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